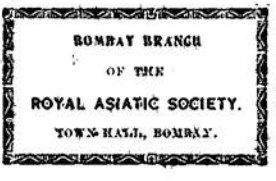
Administration Report
on the
Railways in India
1883-84 Part I

00134489



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INDIA
to illustrate the
RAILWAYS SANCTIONED DURING THE
ADMINISTRATIONS OF THE SEVERAL VICEROYS
ARABIAN SEA
BAY OF BENGAL
INDIAN OCEAN
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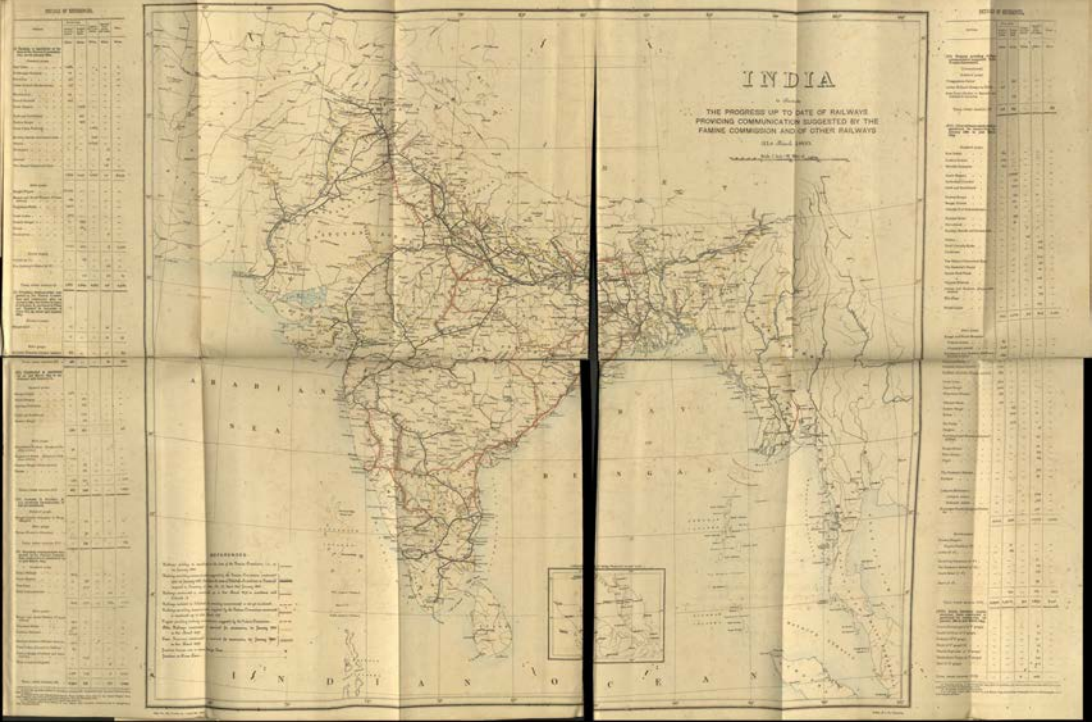
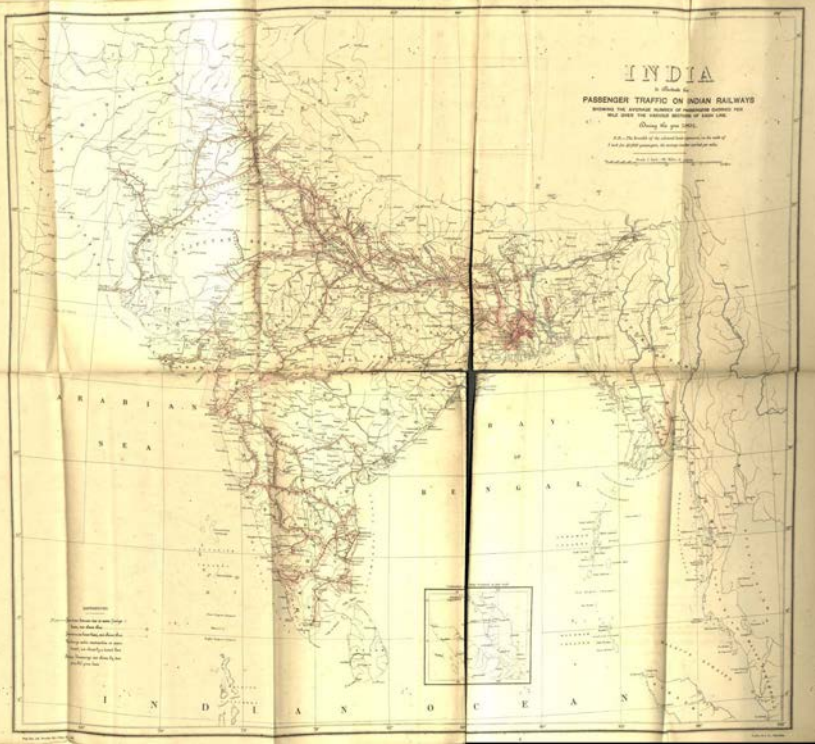
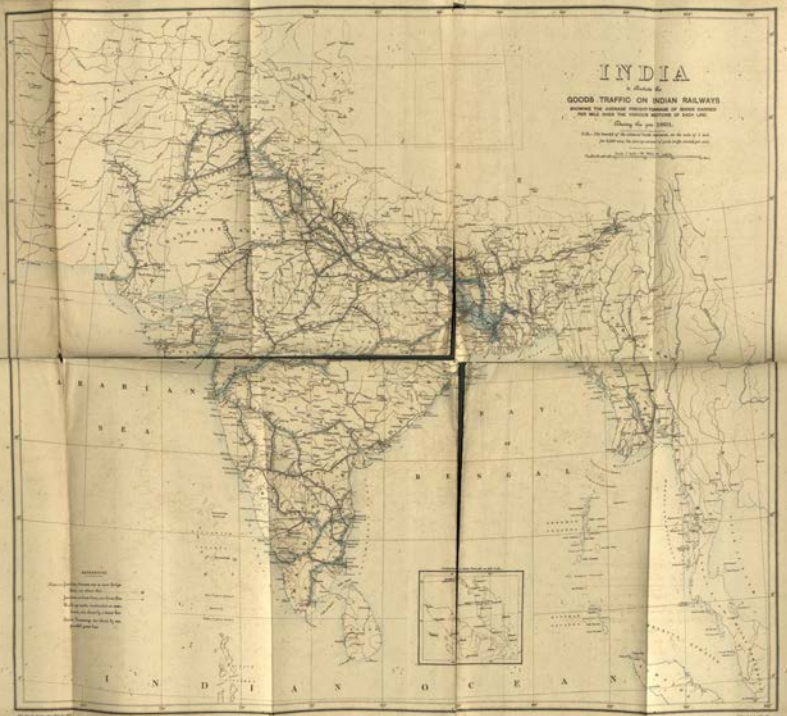

INDIA
THE PROGRESS UP TO DATE OF RAILWAYS
PROVIDING COMMUNICATION SUGGESTED BY THE
FAMINE COMMISSION AND OF OTHER RAILWAYS
ARABIAN
SEA
BAY
OF
BENGAL
INDIAN OCEAN

INDIA
to illustrate the
PRINCIPAL CENTRES OF TRAFFIC
ON INDIAN RAILWAYS
in the year 1903-4.
ARABIAN SEA
BAY OF BENGAL
INDIAN OCEAN


INDIA
to illustrate the
PASSENGER TRAFFIC ON INDIAN RAILWAYS
SHEWING THE AVERAGE NUMBER OF PASSENGERS CARRIED PER MILE OVER THE VARIOUS SECTIONS OF EACH LINE.
During the year 1903.
N.B.—The breadth of the coloured lines represents in the scale of 1 inch for 40,000 passengers, the average number carried per mile.
ARABIAN SEA
BAY OF BENGAL
INDIAN OCEAN


INDIA
to illustrate the
GOODS TRAFFIC ON INDIAN RAILWAYS
SHOWING THE AVERAGE FREIGHT-TONNAGE OF GOODS CARRIED PER MILE OVER THE VARIOUS SECTIONS OF EACH LINE.
During the year 1903.
ARABIAN SEA
BAY OF BENGAL
INDIAN OCEAN

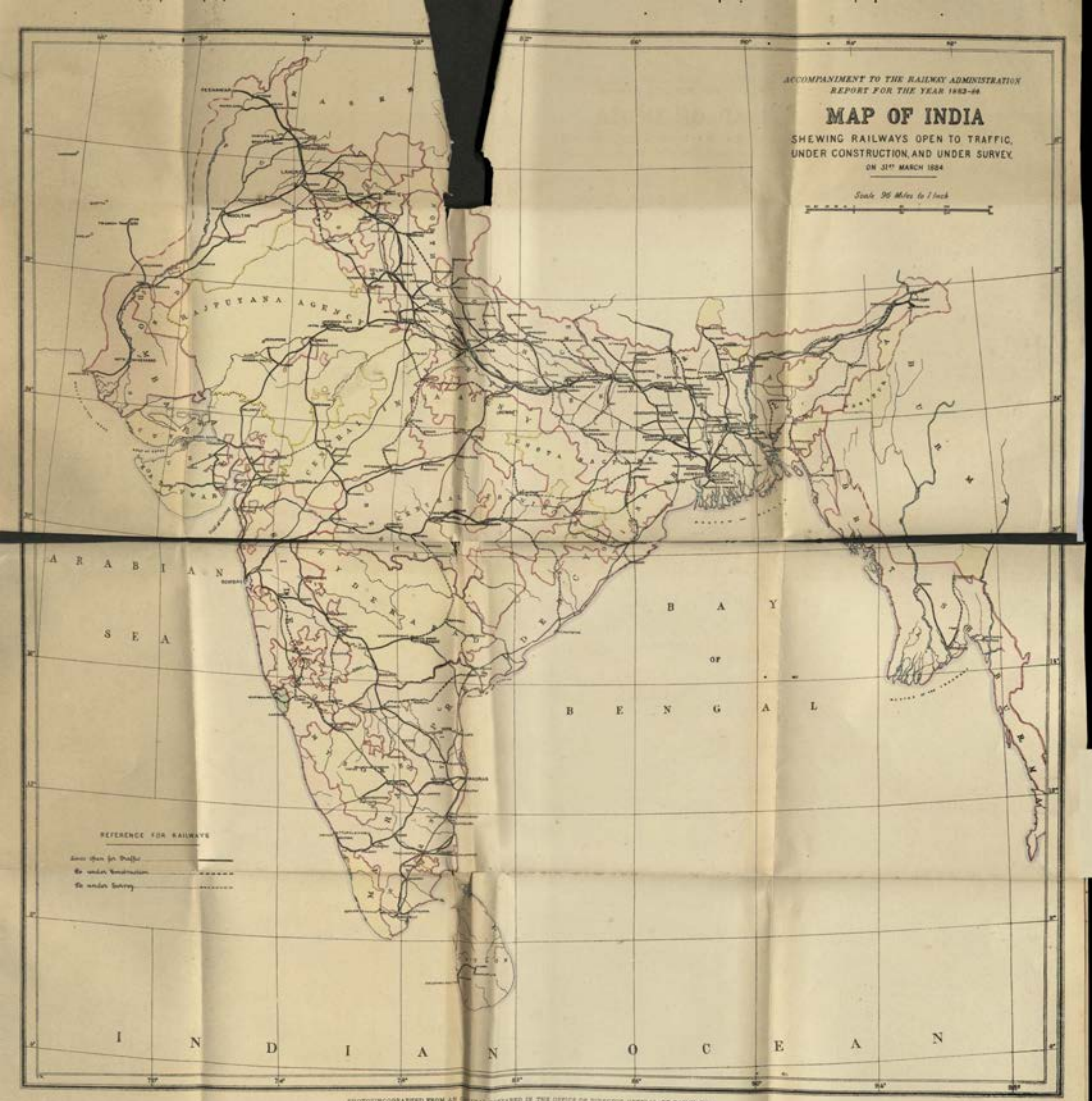
ACCOMPANIMENT TO THE RAILWAY ADMINISTRATION REPORT FOR THE YEAR 1883-84

MAP OF INDIA

SHEWING RAILWAYS OPEN TO TRAFFIC, UNDER CONSTRUCTION, AND UNDER SURVEY.

ON 31ST MARCH 1884

Scale 96 Miles to 1 Inch



PHOTOZINCOGRAPHED FROM AN ORIGINAL PREPARED IN THE OFFICE OF DIRECTOR GENERAL OF RAILWAYS,

Survey of India Offices, Calcutta, May 1884.

ADMINISTRATION REPORT

ON THE

RAILWAYS IN INDIA

FOR

1883-84,

BY

COLONEL F. S. STANTON, R.E.
DIRECTOR GENERAL OF RAILWAYS.

Part I.

134489

CALCUTTA:
PRINTED BY THE SUPERINTENDENT OF GOVERNMENT PRINTING, INDIA.
1884.

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No. 180C.

DIRECTOR GENERAL OF RAILWAYS.

CONSTRUCTION.

To

THE SECRETARY TO THE GOVERNMENT OF INDIA,
PUBLIC WORKS DEPARTMENT.

Simla, May 26, 1884.

SIR,

I have the honor to submit the Second Annual Report prepared in India for presentation to the Houses of Parliament relating to the Administration of Railways in India during the year 1883-84.

2. It will be observed that the net Receipts for the year 1883 have exceeded those for the previous year by ₹73,47,316, and were equivalent to a dividend of 5·68 per cent. on the Capital expended, excluding Steam-boat Services and Suspense items, the net profits earned on lines open for traffic returned 5·91 per cent. of their cost. Considering that the average age of 20 per cent. of the length open for traffic is less than five years, this result will, I think, be considered satisfactory, as tending to establish the financial success of the existing Railway System of India as a whole. It has been said that the public is apt to be misled by general statements of this nature, because, as a fact, the good lines pay for the bad ones; but I may observe that what may be called the "bad lines" were never expected to pay a good dividend. They were constructed for other purposes; and if these are included in the general average, the case of the "good lines" is understated. The financial results of each line can be found in the Report; and I have no doubt that any one really interested in the matter will look beyond any statement of generalities and averages.

3. Between the 31st March 1884 and the present date, 193½ miles have been added to the open mileage, consisting of the following lines:—

(1) Bengal and North-Western Railway, from Bahraich to Gogra Ferry, 73 miles, opened on 2nd April.

(2) Cawnpore and Farukhabad Railway, from Farukhabad to Khasgunj, 67 miles, opened on 14th April.

(3) Bengal Central Railway, from Goburdunga to Bongong, 11⅛ miles, opened on 22nd April.

(4) Assam Railway, from Makum Junction to Margherita and Dum-Duma, 31¼ miles, opened on 2nd May.

(5) Northern Bengal Railway, from Chiribunder to Dinagepore, 10¼ miles, opened on 16th May.

4. Orders have been received for the construction of an extension of the Frontier Railway from Sibi as far as Quetta, thus increasing the totals given in the report to 11,025¾ miles open for traffic and 14,450 miles sanctioned.

I have the honor to be,

SIR,

Your most obedient Servant,

F. S. STANTON, *Colonel, R.E.*,
Director General.

RAILWAYS IN INDIA.

ADMINISTRATION REPORT.

PART I.

1883-84.

LENGTH OF LINE OPEN AND UNDER CONSTRUCTION.

DURING the year 1883-84, 539½ miles of new railway were completed and opened for traffic, and on the 31st March 1884 the total length of lines sanctioned was 14,290 miles, of which 10,832¼ miles were open for traffic, and 3,457¾ miles remained to be completed. The more important additions to the open mileage have been 50 miles of the Rewari-Ferozepore, 49 miles of the Tirhoot Extension, 93 miles of the Bengal Central, 93 miles of the Rangoon and Sittang Valley, 51 miles of the Amritsar-Pathankote. These and the other additions are detailed in the annexed table, showing the lengths of line sanctioned for construction and opened for traffic on the 31st March 1884. In this table certain corrections have been made as regards the length of lines sanctioned. Some of these have been rendered necessary by the change of alignment of river bank lines, and others are corrections due to remeasurement.

Sanction has been given during the year for the construction of an additional mileage aggregating 1,621 miles. The more important works included in this are—the Jhansi-Manikpur, 180 miles in length; the Bellary-Kistna, 275 miles; and the Cuddapah-Nellore, 83 miles. These three railways are primarily designed for the protection of the districts they serve from famine.

The Western Deccan line from Poona to Belgaum (242½ miles) has been added to the system under construction by the Southern Mahratta Railway Company.

The Assam-Behar line, intended to connect the Bengal and North-Western, the Tirhoot, and the Northern Bengal Railway with the province of Assam at Dhubri on the Brahmapootra, has been approved, and sanctioned with the exception of 138½ miles for which no estimates have yet been completed. The entire length of this line from the Sonepur terminus of the Bengal and North-Western Railway to Dhubri will be 410½ miles: of this, 121¾ miles are already open as portions of the Tirhoot and Northern Bengal Railways; 150¼ miles are under construction, including a bridge over the Gunduk at Sonepur; and estimates for the remaining 138½ miles are under preparation.

The extensions of His Highness the Nizam's State Railway, consisting of 370 miles, have been undertaken by a Company formed under guarantee by the Government of Hyderabad.

For the sake of convenience, the several Railways will be summarised under the five main heads given at the end of the tabular statement. Only those lines which have been constructed and are still worked under the system instituted by Lord Dalhousie are now classed as "Guaranteed." The works of Companies of a more recent date, whether constructed under a modified guarantee of limited extent, or subsidized, or assisted only by a free grant of land, are classed as "Assisted."

Additions to open mileage from 31st March 1883 to 31st March 1884.

Railway and Section.	Length in miles.	Date of opening.	Remarks.
East Indian Railway.			
Mokameh Branch	2½	1st May 1883.	
Total East Indian Railway	2½		
Guaranteed.			
Oudh and Rohilkhand—			
Benares Cantonment to Rajghat Station	1½	15th June 1883.	
Sind, Punjab and Delhi Railway, Raewind Branch—			
Raewind to Kasur	16	15th April 1883.	
Kasur to Ganda Sing Wala	6½	10th June 1883.	
Ganda Sing Wala to boat-bridge over the Sutlej opposite Ferozepore	3	15th December 1883.	
Total Guaranteed	27		
Assisted Companies.			
Bengal Central—			
Dum-Dum Junction to Dattapukur	14½	2nd April 1883.	
Dattapukur to Gobardanga	17	7th December 1883.	
Bongong to Khoolna	62	16th February 1884.	
Deoghur—			
Branch to Rohini	1½	1st July 1883	For day traffic only.
Assam—			
Dinjan to Makum Junction	23½	16th July 1883.	
Southern Mahratta—			
Bellary to Hospett	40½	24th March 1884.	
Total Assisted Companies	159		
State.			
Imperial.			
Punjab Northern State Railway—			
Attock to Khairabad	2½	31st May 1883.	
Sialkot Branch	26	1st January 1884.	
Rajputana-Malwa Railway—			
Ujjain Branch Extension across Sipra River into Ujjain City	2	1st March 1884.	
Hissar to Sirsa	50½	1st March 1884	For goods traffic on 1st January 1884.
Total State—Imperial	81½		
Provincial.			
Calcutta and South-Eastern—			
Mugra Hat to Diamond Harbour	12½	25th April 1883.	
Northern Bengal, Poradaha Branch—			
Damukdia to Gulabnuggur	5½	8th December 1883.	
Dinajpur Branch—			
Parbatipur to Chiree Bunder	9	1st July 1883.	
Tirhoot Railway—			
Motiharee to Bettiah	26½	20th December 1883.	
Dalsing Serai to Semuria	23	1st May 1883.	
Rangoon to Tounghoo—			
Rangoon to Nyaung-lebin	93	4th February 1884	For goods traffic. Rangoon to Pegu (46½ miles) for passenger traffic on 26th February 1884.
Amritsar-Pathankote—			
Amritsar to Dinanagar	51	1st January 1884.	
Rupar-Nalagarh—			
Dorara to Rupar	32	1st April 1883.	
Rupar to Nalagarh	16	1st April 1883.	
Total State—Provincial	268½		
Native States.			
Mysore—			
Bangalore City to Bangalore Market	1	1st July 1883	For goods traffic.
Total Native States	1		
GRAND TOTAL	539½		

Statement showing lengths of lines sanctioned and open for traffic on the 31st March 1884.

Railways.	Gauge.	Length of line sanctioned at the end of 1882-83.	Sanctioned during the year 1883-84.	Length of line sanctioned at the end of 1883-84.	Length opened during 1883-84.	Total length open on 31st March 1884.	Length laid with double line.	Length remaining to be finished.
State Line worked by Company.								
East Indian	5′ 6″	1,513	...	1,513	2½	1,509	468½	4
Guaranteed Companies.								
Madras	5′ 6″	861½	—½*	860½	...	860½	42½	...
South Indian	3′ 3½″	653½	1 *	654½	...	654½	...	...
Bombay, Baroda and Central India	5′ 6″	438½	...	438½	...	438½	23	...
Great Indian Peninsula	5′ 6″	1,288	...	1,288	...	1,288	324	...
Eastern Bengal	5′ 6″	160	—½	159½	...	159½	...	...
Oudh and Rohilkhand	5′ 6″	686½	51½†	738	1½	548½	...	189½
Sindh, Punjab and Delhi. Punjab and Delhi	5′ 6″	578½	3	581½	25½	581½	...	...
Sindh	5′ 6″	109½	...	109½	...	109½	2½	...
TOTAL EAST INDIAN AND GUARANTEED RAILWAYS		6,288½	54½	6,343½	29½	6,149½	860½	193½
Assisted Companies.								
Southern Mahratta	3′ 3½″	435	283½	718½	40½	40½	...	678
Bengal Central	5′ 6″	125½	...	125½	93½	114	...	11½
Bengal and North-Western	3′ 3½″	455	—3 *	452	...	...	...	452
Burdwan-Kutwah	2′ 6″	40	...	40	...	...	...	40
Tarakessur	5′ 6″	22	...	22	...	...	...	22
Baidynath-Deoghur	3′ 3½″	6	—½*	5½	1½	5½	...	...
Assam Light	3′ 3½″	75	2½	77½	23½	38½	...	38½
Darjeeling-Himalayan	2′ 0″	50	...	50	...	50	...	...
Rohilkhand-Kumaon	3′ 3½″	62	—7½‡	54½	...	...	...	54½
West of India Portuguese	3′ 3½″	49½	1½	51	...	...	...	51
Pondicherry	3′ 3½″	7½	...	7½	...	7½	...	...
Thatone	2′ 6″	...	8	8	...	...	...	8
TOTAL ASSISTED COMPANIES		1,327½	283½	1,612	159	256½	...	1,355½
State.								
Imperial.								
Punjab Northern	5′ 6″	355½	19	374½	28½	374½	...	...
Punjab Salt Branch	3′ 3½″	73½	—2	71½	...	71½	...	...
Indus Valley and Kandahar	5′ 6″	653	...	653	...	652½	...	½
Rajputana-Malwa	5′ 6″	1½	...	1½	...	1½	...	...
Ditto (including Rewari-Ferozepore)	3′ 3½″	1,417½	3 *	1,420½	52½	1,259½	...	161½
Sindia	5′ 6″	74½	...	74½	...	74½	...	...
Jhansi-Manikpur	3′ 3½″	...	180	180	...	...	...	180
Patri	5′ 6″	22½	...	22½	...	22½	...	...
Dhond-Manmad	5′ 6″	145½	...	145½	...	145½	...	...
Bellary-Kistna	3′ 3½″	...	275	275	...	...	...	275
Cuddapah-Nellore	3′ 3½″	...	83	83	...	...	...	83
Wardha Coal	5′ 6″	46½	...	46½	...	46½	...	...
TOTAL IMPERIAL		2,790½	558	3,348½	81½	2,648½	...	700

* Correction of mileage.
† Ramnagar Branch omitted last year, 47 miles. Additional mileage of Northern Extension, 4½ miles.
‡ Change of junction station.

Statement showing lengths of lines sanctioned and open for traffic on the 31st March 1884—continued.

Railways.	Gauge.	Length of line sanctioned at the end of 1882-83.	Sanctioned during the year 1883-84.	Length of line sanctioned at the end of 1883-84.	Length opened during 1883-84.	Total length open on 31st March 1884.	Length laid with double line.	Length remaining to be finished.
Provincial.								
Bengal—								
Calcutta & South-Eastern	5′ 6″	56½	½*	57	12½	55½	...	1½
Nalhati	4′ 0″	27½	...	27½	...	27½	...	...
Northern Bengal	3′ 3⅜″	252½	102	354½	9	239	...	115½
Kaunia-Dhurla Tramway	2′ 6″	34½	3½	38½	...	32½	...	6
Porádaha-Damukdia	5′ 6″	13	4½	17½	5½	17½	...	...
Tirhoot	3′ 3⅜″	243	3	246	49½	193	...	53
Patna-Gya	5′ 6″	57	...	57	...	57	...	...
Dacca-Mymensingh	3′ 3⅜″	85	½*	85½	...	...	...	85½
North-Western Provinces & Oudh—								
Gawnpore-Achnera	3′ 3⅜″	250	6½	256½	...	138	...	118½
Cawnpore-Kalpi	5′ 6″	...	43	43	...	...	...	43
Dildarnagar-Ghazipur	5′ 6″	12	...	12	...	12	...	...
Bareilly-Pilibhit	3′ 3⅜″	33	3 †	36	...	...	...	36
Central Provinces—								
Nagpur-Chhattisgarh	3′ 3½″	149	...	149	...	149	....	...
Burma—								
Rangoon to Prome	3′ 3⅜″	161	...	161	...	161	...	..
Prome to Allanmyo	3′ 3⅜″	42	...	42	...	...	...	42
Rangoon to Toungoo	3′ 3⅜″	163½	...	163½	93	93	...	70½
Punjab—								
Amritsar-Pathankote	5′ 6″	65	...	65	51	51	...	14
Rupar-Nalagarh	5′ 6″	...	48	48	48	48	...	...
Assam—								
Kokilamukh	2′ 0″	6½	19½	26½	...	...	...	26½
TOTAL PROVINCIAL LINES		1,650½	234½	1,885½	268½	1,273½	...	611½
Native States.								
Bhopal	5′ 6″	62	−5 *	57	...	11½	...	45½
Bhavnagar-Gondal	3′ 3⅜″	192½	½*	193	...	193	...	...
Gaekwar of Baroda's	2′ 6″	60½	−1½*	58½	...	58½	...	...
Jodhpore	3′ 3⅜″	18½	24	42½	...	18½	...	24
Khamgaon	5′ 6″	8	...	8	...	8	...	...
Amraoti	5′ 6″	6	...	6	...	6	...	...
Mysore	3′ 3⅜″	129	45	174	1	87	...	87
Nizam's	5′ 6″	121	370	491	...	121	...	370
Rajpura-Patiala	5′ 6″	...	16	16	...	...	...	16
Wadhwan-Rajkot	2′ 6″	...	54	54	...	...	...	54
TOTAL NATIVE STATES	...	597½	503	1,100½	1	503½	...	596½

* Correction of mileage.

† Change of junction station.

Statement showing lengths of lines sanctioned and open for traffic on the 31st March 1884—concluded.

Railways.	Gauge.	Length of line sanctioned at the end of 1882-83.	Sanctioned during the year 1883-84.	Length of line sanctioned at the end of 1883-84.	Length opened during 1883-84.	Total length open on 31st March 1884.	Length laid with double line.	Length remaining to be finished.
Summary.								
East Indian and Guaranteed lines	...	6,288¼	54½	6,343¼	29½	6,149¾	860½	193¾
Assisted lines	...	1,327½	283¾	1,612	159	256½	...	1,355¾
State { Imperial	...	2,790½	558	3,348½	81½	2,648½	...	700
State { Provincial	...	1,650½	234½	1,885½	268½	1,273½	...	611¾
Native States	...	597¼	503	1,100¼	1	503¾	...	596½
Total for all Railways	...	12,655¼	1,633¼*	14,290	539½	10,832¼	860½	3,457¾

* New sanction . . 1,621 miles.
Net corrections . . . 13¼ ,,

WORKS IN PROGRESS.

2. Taking the railways in the order in which they are placed in the foregoing statement, a brief notice of the principal works in hand on each will be first given.

East Indian Railway.

3. The bridge over the Hooghly, which was briefly described in the last report, demands first attention. The estimated cost of the bridge, 2,100 feet in length, is ₹35,37,305. The approaches, *viz.*, from the Naihati station of the Eastern Bengal Railway, 1¾ miles in length, and from the Hooghly station of the East Indian Railway, 2 miles in length, will cost about ₹13,64,043, including the value of the land which is taken approximately at ₹2,78,468: making a total for the whole work of ₹49,01,348. It is probable that the value of the land has been under-estimated, as it is exceedingly costly in the neighbourhood, and the total cost of the work may therefore be placed, in round figures, at 50 lakhs of rupees.

Quarters for the staff and lines for the khallasis and workmen, which were commenced in October 1882, were completed in March 1883. Store godowns and offices, workshops, roads and tramway from the riverside to the store-yard have been finished. The water-supply and sanitary arrangements have been completed. Two jetties have been constructed,—one extending 200 feet on the Naihati side, and one of 150 feet on the Hooghly side, each having adjusting gangways of 100 feet girders and floating heads.

The material for pontoon No. 1 arrived in May, and she was floated in August. Pontoon No. 2 arrived in September, and was launched on the 30th November.

Brick-making is in progress. During the season 1882-83, 100 lakhs of bricks were moulded, of which 40 lakhs turned out first class bricks. In the current season's work up to 31st December, 63 lakhs have been moulded on the various brick-fields. The general progress of the work has been somewhat delayed by the late arrival of machine tools and of No. 2 pontoon.

Howrah terminus.

4. In order to deal promptly with the grain traffic, and avoid detentions of rolling stock, it has been found necessary to make considerable improvements at Howrah. These consist chiefly of additional sidings, extension of river wall and reclamation of foreshore, extension of floating stages, erection of coal

shoots,* additional shed accommodation, and new approaches. These works are well advanced, and it is anticipated that the extra facilities will enable the Company to make over the goods as fast as consignees can take delivery.

The removal of the passenger station to a site directly opposite the floating bridge has also been under consideration, with the view of affording greater accommodation for the goods traffic: this, however, is in abeyance. The works which have been undertaken will cost, in round figures, 14 lakhs of rupees.

Madras Railway.

5. The principal works on the Madras Railway in hand during the year have been raising the line and providing increased water-way at two bridges at mile 166, the reclamation of ground at the Salt Cotaur station for additional sidings and accommodation, construction of a crossing station at Maurandur, and the strengthening of certain girder bridges on the south-west line.

South Indian Railway.

6. On the South Indian Railway the work of raising the line, and the construction of 200 feet of additional water-way at mileage 152, have been in hand, and also the provision of flood-openings at mileage 66-67, and of a bridge of four 25-feet girders at mileage 209. These, together with protective works to several bridges, are estimated to cost upwards of two lakhs of rupees. Additional station accommodation and the enlargement of the general Stores Depot at Negapatam have also been sanctioned.

Bombay, Baroda and Central India Railway.

7. The new goods terminus at Mody Bay for this Railway is in progress its estimated cost is ₹4,81,898. The work of re-screwing the piles and strengthening the Tapti bridge has also been in progress.

Restoration of flood damages.

8. The restoration of the line and the reconstruction of the north and south Purna bridges injured by floods in 1882 were sufficiently completed by the 31st May 1883 to admit of the opening of the bridges to traffic being authorised, subject to the speed of trains over the new bank being limited to five miles an hour.

Reconstruction of large bridges.

9. The importance of preserving uninterrupted through communication by the Bombay, Baroda and Central India Railway, between Bombay and the North-Western Provinces, suggested the expediency of renewed attention to the state of the larger bridges on this line.

The question has been under the consideration of the Consulting Engineer of the Company and of the local officers in India. On a review of the case, the Government of India communicated the following conclusions to the Secretary of State (Despatch No. 165 Railway, dated 9th October 1883).

That the Myhe bridge should be replaced by a new structure of improved design above the existing bridge.

That the materials released should be utilized to strengthen or restore some of the existing bridges on the line. And it was stated:

"As regards the other bridges, time will show whether they should or should not be similarly treated. We should be satisfied for the present if the Myhe bridge were taken in hand."

It has been estimated that the new Myhe bridge would cost 19 lakhs of rupees, and that the value of the material removed from the present structure would be about 11 lakhs, making the net outlay about 8 lakhs. Nothing, however, has yet been definitely decided.

* In abeyance for the present.

Great Indian Peninsula Railway.

10. The terminus works at Boree Bunder station have been continued during the year. In order to work the increased traffic with the Central Provinces, four additional crossing stations are being provided on the Nagpur Branch. Estimates for the rebuilding of the bridges over the Bookree and Adjunta, amounting to ₹3,26,772 and ₹1,55,845 respectively, were sanctioned during the year.

It is anticipated that a portion of the Nagpur branch and of the line north-east of Bhosawal will shortly have to be doubled in order to accommodate the traffic in the busy season.

Oudh and Rohilkhand Railway.

11. The portions of the Oudh and Rohilkhand Railway under construction are the same as last year, *viz.*,—

	Miles.
The Benares bridge and junction line	5¾
The Northern Extension, Moradabad to Saharanpur . . .	119½
Branch to Hardwar	17
TOTAL .	142¼*

Benares bridge.

12. An accident which happened to No. 4 pier on the 17th April 1883 was described in the last report. It was at one time thought that the displaced portion of the steining might be brought back into position; but when the river was in flood this portion fell away, and it was, on subsequent consideration, decided to fill in the gap with cement concrete laid between an internal and an external iron shield of the contour of the pier-steining.

This work of restoration is in progress, and the sinking of the other wells continues. The superstructure for four spans has arrived at site, and the erection of the ironwork will commence next season.

The estimate for the bridge, amounting to ₹46,63,200, has been sanctioned.

Northern Extension.

13. The progress made in the construction of the Northern Extension has not been as rapid as might have been desired or expected. The key to the through opening is the bridge over the Ganges at Balawala. The works were inspected by the Consulting Engineer at Lucknow in February 1884, and he writes—

"On the Ganges bridge itself nothing has yet been done, as no caissons have yet arrived from England. Had they, however, been now on the spot, little progress could have been made, as the supply of bricks is utterly inadequate for any useful commencement of a work of this kind.

Balawala bridge.

"Considerable progress has, however, been made with the protective works above the bridge in the shape of spurs, the whole project for these having been carefully drawn out beforehand.

"It may be assumed that little or nothing will be done on this bridge till after next rains."

Again, remarking on the general progress of the works on the extension:

"From the above account of progress, it will, I fear, be considered that as orders for the construction of the Northern Extension by the Oudh and Rohilkhand Railway were received in September 1881, when the general course of the main line, excepting between Nagina and the Ganges (30 miles), had been settled, it is not in as forward a state as it ought to have been; and I regret that this is my own conclusion on the subject."

The character of such work as has been executed is however said to be excellent.

* There has been a correction of mileage.

14. The principal works sanctioned on the open line were the extension of the Locomotive Workshops, and the provision of a supply of good water for the running engines and the shops at Lucknow. The water is to be brought in pipes from the Goomtee river at an estimated cost of ₹1,07,020.

Water-supply at Lucknow.

Sind, Punjab and Delhi Railway.

15. The extension of the Raewind Branch from Ganda Sing Wala to the boat-bridge over the Sutlej opposite Ferozepore was undertaken and completed during the year at a cost of ₹1,60,000.

Extension of Raewind Branch.

16. Owing to the development of the grain traffic with Karachi, several additional works were found necessary. Four new crossing stations were sanctioned, and also new works at Karachi and Keamari, comprising sheds, sidings and a wharf, aggregating in cost ₹2,26,653. Open sheds at certain stations for the protection of grain were also constructed.

Works for grain traffic.

Southern Mahratta Railway.

17. The work on this railway has been vigorously pushed on. The section from Bellary to Hospet (40½ miles) has been opened for traffic, and a considerable length of the Northern Section from Hudgti towards Bagalkote is nearly ready, with the large bridges over the Bhima, Don and Mulperba rivers; but the supply of rolling stock has scarcely kept pace with the progress of construction of line, or a portion of this section would also have been opened by this time. The survey of the Western Deccan Railway was completed in the autumn of 1883, and the results of the survey were communicated to the Secretary of State in September, with the view to terms being arranged with the Southern Mahratta Railway Company for the construction of the line. These terms were finally settled on the 29th November, and the works were put in hand.

The length of the line from Poona to Belgaum will be 242½ miles, costing in round figures 183 lakhs; the ruling gradient will be 1 in 100. The country traversed is by no means easy, necessitating, as it does, the construction of tunnels and other heavy works.

Bengal Central Railway.

18. Of the whole length of the Bengal Central Railway, as at present sanctioned, *viz.*, 125½ miles, only 11½ miles remained unopen at the end of the official year, and this small section was fast approaching completion. The extension northwards from Ranaghat to Bhagwangola has not yet been added to the Company's undertaking.

Bengal and North-Western Railway.

19. The line from Sonepur to Baraich, with the branch from Mankapur to Nawabganj, made considerable progress during the year. The official inspection prior to opening of the western portion from Nawabganj to Baraich (73 miles) was made at the end of March, and this length was opened for traffic on the 2nd April 1884. It is expected that the remainder of the main line, with the exception, perhaps, of the bridge over the Rapti near Gorakhpur, will be ready for traffic by November 1884. As the line was sanctioned on the 18th May 1882, and handed over to the Company in January 1883, the rapidity with which the works have been carried out is very creditable, and contrasts most favorably with the progress made on the Oudh and Rohilkhand Extension (paragraph 13); but it must be recollected that the Bengal and North-Western Railway has no guarantee from Government.

First section opened.

20. Proposals have been made to postpone the construction of the line from Gorakhpur to Benares, and the branch from Gonda to Bahramghat, in favour of an extension of the main line north from Bahraich to Nanpara and onwards to the Nipal frontier near Nipalganj, and the construction of a branch from near Gorakhpur to Mendawal and Bansi. These proposals are under consideration.

Alternative proposals.

Burdwan-Kutwah Railway.

21. No commencement has been made with the Burdwan-Kutwah Railway, and it appears likely that the project will be abandoned.

Tarakessur Railway.

22. The Tarakessur Railway will start from the Serafuli station of the East Indian Railway, and not from Bidyabatti as at one time contemplated. Good progress has been made, and it is expected that the line will be ready for opening shortly. It will be worked by the East Indian Railway.

Assam Railway.

23. The works of the Assam Railway Company are making fair progress. The section from Dibrugarh to Makum junction, 38½ miles, was open for passenger traffic on the 16th July 1883, and the official inspection of the line from the junction station to Dum-Duma, (8½ miles) and of the branch to the coal-fields at Margherita (23 miles) was made during March 1884, and opening for traffic was authorised in April at a limited speed of trains. This railway should be completed by the middle of May 1884, up to which date the period of construction stipulated in the Company's contract has been extended.

Darjeeling-Himalayan Railway.

24. The improvement of the gradients on the Darjeeling-Himalayan Railway by the construction of loops and reversing stations continued during the year, and the work was practically completed on the 31st March. By the introduction of these works, the steepest gradient has been reduced to 1 in 28.

Punjab Northern State Railway.

25. The Branch line from Wazirabad to Sialkot (26½ miles) was sanctioned for construction on the 5′ 6″ gauge on the 10th April 1883, and the line was opened for traffic on 1st January 1884. There is some possibility of this branch being extended to Jummoo in Kashmir, a distance of about 25 miles.

26. The Attock bridge and the western approach were opened for traffic on Her Majesty's birthday, the 24th May, thereby establishing unbroken railway communication between Calcutta and Peshawar, a distance of 1,560 miles.

Attock bridge.

The total length of the bridge over all is 1,651 feet, comprising two spans of 314 feet and three of 264 feet each, with two short abutment spans. The height of the rails above low-water level is 142 feet. The girders are of steel, with open bracing, and are carried on strongly braced steel piers, founded in rock. The railway track is carried on the top of the girders, and a roadway for ordinary road traffic is provided on the bottom boom.

Work was commenced on the abutment and pier foundations towards the end of 1881; the piers were completed and erection of the girders commenced in July 1882; and the first engine passed over the structure on the 5th May 1883.

Indus Valley State Railway.

27. The construction of the Sukkur bridge commenced with the official year 1883-84. A general description of the design was given in last year's report.

Sukkur bridge.

The preliminary operations of a work of this magnitude necessarily occupied a considerable time. The work was laid out and a commencement made with the abutments, the foundations of which had been got in, when towards the end of November an officer of the Defence Committee visited the works; and it was decided that the entrance to the bridge should be protected by "block houses." This necessitated an increased area of the foundations, and a small portion of the work then constructed had to be destroyed and rebuilt.

The state of the works at the end of the year was—

Rohri Channel.—Main span of 820 feet. The work in both abutments, consisting of portland cement concrete faced with block in course, was up to high flood-level, and but little more can be done either to the abutments or anchorages until the arrival from England of the iron work which cannot be expected before the beginning of the year 1885.

Sukkur Channel.—One span of 270 feet, one span of 230 feet, one span of 90 feet. The abutments and the two piers were completed to girder bed. Staggings for the erection of the 90 and 230 feet spans were completed. The 90 feet girders had reached Karachi, and the 230 feet girders were shortly expected. All arrangements are now complete for the erection of these two spans without intermission during the floods. The third span, completing the bridge over the Sukkur channel on to the island of Bukkur, will be taken in hand after the floods, and the bridge should be complete from Sukkur to Bukkur soon after the close of the year 1884.

The very heavy embanked approaches to the bridge both on the Sukkur and Rohri sides are complete with all bridging over roads, &c., crossed by them. The rails are laid up to the Sukkur abutment ready to bring up the girders to site on arrival.

Rajputana-Malwa Railway.

28. Considerable additions and improvements have been sanctioned during the year to the Rajputana-Malwa Railway for the accommodation of the increasing traffic. The total amount added to the capital account during the calendar year 1883 was upwards of 28¼ lakhs of rupees. Large additions are being made to the rolling stock, and thirteen crossing stations have been put in hand. The accommodation for the increased staff, and the station and office requirements, have entailed heavy expenditure.

Ujjain Branch.

29. The construction of the Ujjain Branch, which was commenced in November 1882, has made good progress. The line was opened with a temporary diversion across the river Sipra on the 1st March 1884, and it is expected that the permanent bridge will completed before next monsoon.

Rewari-Ferozepore Railway.

30. The Rewari-Ferozepore Railway was opened for passenger traffic from Rewari to Hissar (89 miles) on the 1st May 1883, and from Hissar to Sirsa (50½ miles) on 1st March 1884.

Jhansi-Manikpur Railway.

31. The construction of the line from Jhansi to Manikpur (180 miles) was sanctioned in August 1883, and preliminary operations were at once taken in hand for a railway on the 5′ 6″ gauge. Subsequently, on the 8th November, a telegram was received from the Secretary of State, saying that it had been decided that the line should be built on the metre gauge. Against this decision the Government of India has protested on grounds summarised as under:—

1st.—That a 5′ 6″ gauge line would only cost 12½ per cent. more than a metre gauge line.

2nd.—That the saving in first construction, by adopting the metre gauge, would be to a great extent neutralised by the permanent additional cost of working a short isolated line interpolated in a system of a wider gauge.

3rd.—That the traffic would flow in and out at both ends, thus interposing the inconvenience, delay, and expense of a break of gauge after a maximum run of only 90 miles.

4th.—That this break of gauge would be a serious obstacle to relief in time of famine, which may be termed the *raison d'etre* of this "Protective" Railway, as also a burden on the export trade in ordinary years.

5th.—That the large contribution from the Government of the North-Western Provinces had been promised on the distinct understanding that the line should be on the 5′ 6″ gauge.

6th.—That the three Local Governments concerned, and the Bombay Chamber of Commerce, consider the standard gauge essential.

Until the gauge question is finally settled, the works cannot be pushed on with vigour.

Bellary-Kistna Railway.

32. The project for the Bellary-Kistna Railway (255 miles) on the metre gauge, estimated to cost ₹1,77,50,000, was sanctioned on the 26th September 1883 as a protective work.

As originally prepared, the project was for a line from the Guntakal station of the Madras Railway to Guntur; but it is intended to extend this for about 20 miles to the banks of the Kistna, opposite Bezvada, making the total length 275 miles.

For famine protection, this line is of the utmost importance, as a means of supplying the Bellary and Kurnool districts with grain in time of scarcity from the irrigated lands on the east coast, and the rich and productive deltas of the Godaveri and Kistna. On the opening of the Singareni coal-fields, this railway will have considerable coal traffic, and in addition to this, a fair general traffic may be expected. The works are now in progress. An extension from Guntakal towards Hindupur is also under survey.

Cuddapah-Nellore Railway.

33. The Cuddapah-Nellore Railway is another protective work. The construction of the line (83 miles) on the metre gauge was sanctioned on the 15th November 1883.

The project was prepared for a line 66 miles in length, from Nellore to the Tirupati station of the Madras Railway, and estimated to cost ₹36,64,000. An extension of 17 miles to the town of Tirupati is, however, essential.

Looking to the eventual possibility of a connection with the Mysore Railway System, and to the smaller initial cost, it was decided to adopt the metre gauge. The country traversed is easy, presenting little engineering difficulty, and the average mileage cost is estimated at ₹55,533. Any extension to the west of Tirupati, which may be undertaken, will probably take the direction of Kadiri.

Calcutta and South-Eastern Railway.

34. The Diamond Harbour Extension of the Calcutta and South-Eastern Railway was opened for traffic from Mugra Hât to Diamond Harbour (12½ miles) on the 25th April 1883.

Northern Bengal Railway.

35. The Dinagepur Branch of the Northern Bengal Railway has been pushed on, and the section from Parbatipur to Chiree Bunder (9 miles) was opened on the 1st July 1883, and the remaining 10¼ miles to Dinagepur were opened on the 2nd May 1884.

Poradaha-Damukdia.

36. The river channel leading to the Damukdia Ghât station has been shoaling for some time, the main channel having left this side altogether. As there is deep water higher up the river at Golabnagar, which is much nearer to Sara

Ghât station on the opposite bank, the line has been extended for a distance of 5¾ miles. The depth of water at Golabnagar is by no means constant, and it is possible that after another flood season the Ghât station will have again to be changed.

Tirhoot Railway.

37. The line from Dalsingh Serai to Semuria (23 miles) was completed at the end of 1882, but, owing to the non-completion of the East Indian Railway Branch on the Mokameh side of the river, was not opened until 1st May 1883.

The construction of the branch from Mozufferpur to Hajipur at the junction of the Gunduck with the Ganges, a length of 34 miles, which was sanctioned in February 1883, was making fair progress at the end of the year.

Sanction was granted in October 1883 to the extension from Jhinjharpur (Pipra Ghât) to Gongareeria (16½ miles), and estimates are awaited for the continuation to the Kosi River, about 29 miles. The Bridge over the Gunduck, near Hajipur, was also sanctioned on the above date.

Dacca-Mymensing Railway.

38. The progress made with the construction of the Dacca-Mymensingh Railway, 85½ miles in length, is not very satisfactory, owing chiefly to the scarcity of laborers and their frequent desertions from the works; very little bridgework has been executed, and it is not likely that the line will be fit for traffic much before the end of 1885.

Hathras-Muttra-Achnera Railway.

39. The foundations of the bridge over the Jumna at Muttra were nearly finished at the end of the year. Most of the piers had been built and some of the girders were erected.

Cawnpore-Farukhabad Railway.

40. An additional length of the Cawnpore-Farukhabad Railway, *viz.*, 67 miles, from Farukhabad to Khasganj, was practically completed at the end of the year. The official inspection took place early in April, and opening to traffic was sanctioned on the 12th of the month.

Cawnpore-Kalpi Railway.

41. The construction of the line from Cawnpore to Kalpi, about 43 miles, was sanctioned on 12th March 1884. This section will probably ultimately form a portion of a through line connecting the Great Indian Peninsula Railway at Itarsi with Cawnpore.

Rangoon and Sittang Valley Railway.

42. The line from Rangoon to Toungoo was opened for goods traffic as far as Nyanug-le-bin (93 miles) on the 4th February, but it was considered sufficiently advanced for passenger traffic as far as Pegu only (46½ miles) and this section was opened for passengers on 26th February.

Kokilamukh Railway.

43. A line on the 2′ gauge, between Kokilamukh, on the banks of the Brahmaputra, and Titaban with a branch to Moriani, in all 26¼ miles, is being constructed by the Chief Commissioner of Assam out of Provincial Revenues, for the convenience of the numerous tea gardens in the neighbourhood.

His Highness the Nizam's Railway.

44. A company has been recently formed in London under the title of "His Highness the Nizam's Guaranteed State Railway Company, Limited," for the purpose of acquiring and working the existing line of 121 miles, and also for the construction and working of new lines, aggregating 370 miles in length.

From Hyderabad the projected railway will take an eastern direction to Warangal, whence it will bifurcate, one line running south-east through the Singareni coal-fields to the frontier in the direction of Bezvada, and the other taking a northern direction towards Chanda in the Central Provinces.

Patiala Railway.

45. The construction of a line 5′ 6″ gauge from Rajpura on the Sind, Punjab and Delhi Railway to Patiala, a distance of 16 miles, has been undertaken by the Patiala Darbar at the expense of the State. The country traversed presents no difficulties, and the work should be finished during the current calendar year.

Wadhwan-Rajkot Railway.

46. The Thakoor of Morvi has imported materials for a light railway, 2′ 6″ gauge, from Wadhwan to Rajkot (54 miles); but owing to the difficulty of getting an Engineer to superintend the work, no commencement has yet been made with the line, which will for the most part be laid on an existing metalled road.

LINES UNDER SURVEY.

Bengal-Nagpur.

47. The Bengal-Nagpur Railway survey which was mentioned in the last report was completed, and the staff transferred to the Benares-Cuttack-Puri survey.

Benares-Cuttack-Puri.

48. The result of the reconnaissance of the Benares-Puri line would appear to indicate that a railway connecting Mogul Serai with Puri *vid* Ranchee, Chandil and Cuttack would be about 567 miles in length, and cost approximately 615 lakhs of rupees. A branch from Palamow to Gya has also been reconnoitred. This would be about 86 miles long, and its cost is roughly estimated at 67 lakhs.

The whole system may therefore be taken at 653 miles of the 5′ 6″ gauge, costing 683 lakhs of rupees.

The prospects of traffic are promising. The Daltongunj and Aurunga coal-fields would be traversed, and a part of the Karanpoora coal-field would be touched. The produce of Chota Nagpur would obtain a ready outlet; and the traffic of pilgrims to Puri from Northern India and Bengal would be considerable.

The project is now being thoroughly examined and surveyed.

Bilaspur-Katni-Etawah.

49. The survey of the Bilaspur-Katni-Etawah Railway was still in progress at the end of the year, and the complete project may be expected about January next. The approximate estimates for a line of 5′ 6″ gauge amount to 245¼ lakhs of rupees, the total length of line being 352⅔ miles.

Considering the moderate cost at which this line can be made, its construction should prove a remunerative investment; and if this were combined with the opening out of the coal-fields at Umaria, the project should be attractive to railway promoters.

Proposals for a mining concession, coupled with the construction and working of the line, were received by the Government of India during the year; but these were rejected as being unsuitable, chiefly, among other reasons, on account of the monopoly sought by the promoters of the mining rights in the whole of the Rewah State.

Vizagapatam-Raipur.

50. A railway from Raipur to Vizagapatam would be of some value as a famine projection, as well as afford considerable administrative advantages.

It should also prove fairly remunerative, as the bulk of the traffic would pass over its entire length. The route is now being thoroughly surveyed, and the complete project should be received during the present year.

Bellary-Kistna and Cuddapah-Nellore Extensions.

51. An extension of the Bellary-Kistna line from Guntakul to Hindupur, and also an extension of the Cuddapah-Nellore line from Tirupati to Kadiri, are under survey. These extensions are of the first importance as famine protective works, placing, as they would, those districts which are liable to famines of the most severe nature in direct communication with the fertile deltas of the Kistna and Penner rivers.

Tinnevelly-Quilon.

52. A survey has been undertaken from Tinnevelly to Quilon by the staff of the South Indian Railway. The greater part of this line would be in the Native State of Travancore, and the Durbar has pronounced in favor of the northern route *viâ* Shencotta and the Ariankavu pass, with a branch to Trivandrum. The total length of this line would be about 138 miles, and its construction may be roughly estimated to cost 107 lakhs, or an average of, say, ₹77,500 a mile for a line on the metre gauge.

Chittagong-Cachar-Assam.

53. The proposed line to connect Upper Assam with the port of Chittagong in Bengal may be divided into three sections, the whole project being for a line on the metre gauge:—

(1) Chittagong to Chandpore and Commillah.—The survey for this portion has been completed. The total length is 128½ miles, and the estimated cost ₹1,08,25,000, an average of ₹84,240 per mile. This section would be most remunerative, giving a return on capital outlay of, probably, 8½ per cent., irrespective of the through traffic from the northern extensions.

(2) Commillah to Silchar.—This portion has been estimated to cost ₹1,40,58,000 for a length of 175 miles. There is little information on which to base really reliable estimates of traffic; but the Engineer-in-Chief roughly calculates on a return of 6 per cent. on the capital cost, on the supposition that the line terminates at Silchar, and he would increase this to 7·85 per cent. if the extension northwards were carried out.

(3) Badapur, on the Silchar line, to Dibrugarh with branch to Gauhati.—The upper portion, 443 miles in length, is estimated to cost ₹3,97,90,000: of this, the length from Badapur to Lumding (114 miles) passes through difficult country, and is estimated at not less than a lakh and a quarter per mile.

The undertaking as a whole is estimated to yield a return of 5·38 per cent. on the outlay. The surveys, however, are not yet complete, and the above figures must therefore be taken as mere approximation.

Lucknow-Kheri-Lakhimpur.

54. A survey has been made under orders of the Government of the North-Western Provinces from Lucknow to Lakhimpur *viâ* Sitapur and Kheri. The line would pass through an extremely easy country, the only large work in the distance of 84 miles being the bridge over the Goomtee. It is possible that the necessity for this bridge might be avoided by effecting a junction with the Ouhh and Rohilkund Railway on the north side of the river. The project is not yet quite matured, but there is reason to believe that this line might be classed as "Productive" if it were constructed on the 5′ 6″ gauge and worked as a branch of the Oudh and Rohilkhand Railway.

Loodhiana-Ferozepore.

55. A project for this line, 80½ miles in length, has been submitted by the Punjab Government, and enquiries are being made by promoters of a Private Company with reference to its construction; so it may be hoped that this long-

talked-of railway by which the important arsenal at Ferozepore would be placed in connection with the broad gauge railway system of Upper India, may before long be taken in hand.

Amballa-Kalka.

56. A revised survey has lately been made for a line from Amballa Cantonment to Kalka at the foot of the Tibet road, from which it would appear that a railway about 35 miles in length could be constructed on the 5′ 6″ gauge for 32½ lakhs of rupees. The statistics of traffic show that if this line were worked as a branch of the Sind, Punjab and Delhi Railway, a return of 5 per cent. on the capital outlay might reasonably be expected. The military advantages of such a communication would be very great, as it would bring the hill stations of Kasauli, Dugshai, Sabathu, Solon, and Jotog within easy reach of the trunk lines, and thereby render available the services of about three thousand troops at short notice. Under present arrangements these troops are at certain seasons of the year practically locked up in the hills, as the passage of the Gugger and other streams is most difficult during floods, and can only be effected at intervals by means of elephants. The project is now under consideration.

Bombay.

57. The Government of Bombay have recently undertaken the survey of certain selected lines in that Presidency, with the view to have the projects prepared in case famine relief works should be found necessary. This precautionary measure will ensure the funds being expended to the best advantage, should any sudden emergency arise.

GENERAL.

58. The following table shows the annual progress made with railways in India for the past 31 years, from 1853, when the first section, 20 miles in length, of the Great Indian Peninsula Railway was opened, to the 31st March 1884, when 10,832¼ miles were completed. Mention was made in the last report of a Railway policy having been recommended to the Secretary of State for India, and hopes were expressed that more rapid progress in the way of railway development would result. The effect has been a temporary check to private enterprise, as it has been determined that the whole question should be referred to at Select Committee of the House of Commons. This Committee is now sitting; and pending the result of the enquiry, the Secretary of State has decided to hold in abeyance all proposals for the construction of railways by private Companies which entail any system of guarantee. The several promoters, who have come forward with projects comprising, in round figures, about 3,000 miles of railway, will doubtless await with considerable interest the turn of events; and if any satisfactory solution of the problem is found, full compensation for the temporary check, which is now felt, will follow.

Select Committee of the House of Commons.

59. On the 31st July 1883, notice was given to the Eastern Bengal Railway Company that the Government would exercise the right to purchase their line under the terms of the Company's contract, and take possession on the 1st July 1884.

Purchase of the Eastern Bengal Railway.

It has been decided that from the date of purchase this line shall be worked for a period under direct State management.

Terms are now being arranged for the working of the Bengal Central Railway under the same management.

It is also intended to amalgamate the Poradaha-Damukdia Branch of the Northern Bengal State Railway with the Eastern Bengal Railway, and temporarily relieve the Government of Bengal of the Calcutta and South-Eastern Railway, which, having its terminus at Sealdah, can readily be worked under the same administration.

60. Considerable difficulty was experienced during the year in providing the engineering staff for the several lines under survey and construction. Twenty-three temporary Engineers were appointed to assist the permanent staff, and every officer who could possibly be spared from the other branches of the Public Works Department was placed at the disposal of the Railway Department. At the end of the year the numbers actually employed on Railway work exceeded the sanctioned strength of the Railway Branch by seventy. Still there were demands for more officers, and several of the survey parties had to take the field undermanned. Such a state of things is the natural consequence of ever-increasing work with a fixed establishment. As additional mileage is opened a certain number of Engineers must be employed on its maintenance, and fewer remain for survey and construction. This would appear to have been entirely overlooked in 1879 when the strength of the Railway Engineering staff was reduced from 273 to 217.

Engineering Staff.

There are many objections to the employment of temporary Engineers in large numbers; their pay is necessarily high in proportion to their qualifications and the arrangement is therefore expensive. The junior officers of the Department finding men employed on the same work as themselves, but with higher pay, become discontented. There is moreover little inducement for an officer who knows that he may be dismissed at a month's notice, and whose services will most likely be dispensed with when his work is finished to exert himself or use his best endeavours to push on his work rapidly.

This unsatisfactory state of establishments appears open to a simple remedy. The survey and construction operations should vary within very narrow limits each year, and for these the establishment could be fixed. But, on the other hand, the demand for Engineers for maintenance yearly increases, and the staff for open lines should be regulated by a mileage proportion. Proposals in this direction are now before the Government of India.

61. Many complaints have recently been made at what is called the slow development of the railway system in India, and comparisons have been drawn obviously to the disadvantage of India between the progress of railway construction in America and in India; but sufficient consideration does not appear to have been given to the wholly different circumstances of the two countries.

America and India.

In America there is real "private enterprise" and abundant capital is forthcoming, and when railways are wanted they are made without assistance from the Government; while in India there is neither local capitalnor private enterprise, and the capitalists who supply the capital look to Government to bear the burden of whatever risk may be involved. As long, therefore, as this state of things lasts, railway progress must be limited to the extent to which the Government, with a due regard to its financial position, may feel itself justified in proceeding.

A consideration of the results of the last ten years' progress may, however, tend to show that the Government, without undue risk, may proceed somewhat faster than hitherto. In 1873, 5,695 miles of railway were open, and the net profits realised amounted to 3·76 per cent. on the capital expended. In 1883, 10,447 miles of railway opened (inclusive of some specially constructed at great cost for strategic purposes), and the net profits realized have been 5·91 per cent. on the total capital expended.

Much discussion has also taken place as to the relative advantages of construction by the State or through the agency of companies. The advantages of construction by the State are that the capital required can be borrowed on the credit of the State at probably a lower rate of interest than by companies, while all profits earned over and above the amount required to pay interest on the Capital remain in the country, which, in a relatively poor country like India, is no small advantage. On the other hand, the advantage of construction by a company consists mainly in the point that once sanctioned the progress of the works is not liable to interruption, which might happen under Government construction, should the exigencies of the State require a temporary stoppage of expenditure on the works. Another advantage should be that the companies could obtain their own engineering staff outside the establishment maintained by the Government. I say "should be," because it is not the practice at present. The companies recently formed, instead of appointing their own engineering staff, have looked to the Government to assist them with Engineers from its establishment to a very considerable extent.

Statement showing the Annual Progress made in the Construction of Railways in India since their commencement.

Statement showing the annual progress made in the construction

RAILWAYS.	LENGTH OF LINE OPEN IN															
	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles
East Indian	...	37½	120½	120½	120½	130½	280½	370½	560½	877½	933	1,104	1,127½	1,127½	1,353	1,553
Guaranteed.																
Bombay, Baroda and Central India	...	...	...	...	...	...	...	35	134	167½	185	305½	305½	305½	305½	306½
Eastern Bengal	...	...	...	...	...	...	...	...	...	109½	109½	109½	109½	103½	109½	112
Great Indian Peninsula	20½	33½	49½	87½	87½	103½	244½	297	437½	495	552½	583½	701½	815½	852½	873½
Madras	...	...	...	65	80½	93½	93½	137	396½	447½	447½	570	609½	643½	643½	675½
Oudh and Rohilkhand	...	...	...	...	...	...	...	...	...	...	...	...	...	...	42	42
Sind, Punjab and Delhi	...	...	...	...	...	...	...	...	109½	141½	154½	154½	362½	366	412½	412
South Indian	...	...	...	...	...	...	...	...	48½	82	82	82	100½	145½	162½	185½
TOTAL GUARANTEED RAILWAYS	20½	33½	49½	152½	167½	289	339½	469	1,027	1,443	1,531½	1,807½	2,190	2,386	2,528½	2,608
Assisted Companies.																
Bengal Central	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Assam Light	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Darjeeling-Himalayan	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pondicherry	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Deoghur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Southern Mahratta	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ASSISTED COMPANIES	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
State Railways—Imperial.																
Punjab Northern	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Indus Valley and Kandahar	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rajputana-Malwa	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sindia	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wardha Coal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Patri	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dhond-Manmad	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL STATE RAILWAYS—IMPERIAL	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
State Railways—Provincial.																
Calcutta and South-Eastern	...	...	...	...	...	...	...	...	...	15	28	28	28	28	28	28
Nalhati	...	...	...	...	...	...	...	...	...	...	27½	27½	27½	27½	27½	27½
Northern Bengal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tirhoot	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Patna-Gya	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hattras-Muttra-Achnera	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cawnpore-Farukhabad	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dildarnagar-Ghazipur	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nagpur-Chhattisgarh	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Amritsar-Pathankote	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rupar-Nalagarh	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL STATE RAILWAYS—PROVINCIAL	...	...	...	...	...	...	...	...	...	15	55½	55½	55½	55½	55½	55½
State Railways—Native States.																
Bhopal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bhavnagar-Gondal	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gackwar of Baroda's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jodhpore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Khamgaon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Amraoti	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nizam's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL STATE RAILWAYS—NATIVE STATES.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL FOR ALL RAILWAYS	20½	71	170	272½	288½	428½	620½	839½	1,587½	2,335½	2,512½	2,966½	3,372½	3,568½	3,936½	4,016½

of Railways in India since their commencement.

THE END OF EACH YEAR.

1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883-84.	RAILWAYS.
Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	
1,353	1,353	1,503½	1,503½	1,503½	1,503½	1,503½	1,503½	1,503½	1,503½	1,504½	1,504½	1,504½	1,506½	1,509	East Indian.
															Guaranteed.
307½	312½	340½	389½	389½	406	407½	416½	421½	421½	421½	421½	422½	438½	381½	Bombay, Baroda and Central India.
112	112	157	157	157	159	158½	159	159	159	158½	143½	158½	160	159½	Eastern Bengal.
873½	1,255½	1,273½	1,278½	1,278½	1,278½	1,278½	1,278½	1,280½	1,280½	1,287½	1,288	1,288	1,288	1,288	Great Indian Peninsula.
705½	781½	830½	830½	856	858	858	858	856	857	857	858	858	861½	860½	Madras.
42	42	42	393½	459½	540½	541½	541½	543½	540½	540½	540½	540½	540½	548½	Oudh and Rohilkhand.
630½	660½	666½	666½	663½	663½	663½	663½	663½	663½	663½	663½	663½	663½	691	Sind, Punjab and Delhi.
185½	185½	185½	185½	185½	185½	181½	474½	599½	612½	633	653½	653½	653½	654½	South Indian.
2,856½	3,358½	3,505	3,797½	3,988½	4,091½	4,191½	4,393½	4,575½	4,540½	4,568½	4,589½	4,580½	4,601½	4,610½	TOTAL GUARANTEED RAILWAYS
															Assisted Companies.
...	...	...	...	...	...	...	...	...	...	...	...	...	20	114	Bengal Central
...	...	...	...	...	...	...	...	...	...	...	...	...	15	38½	Assam Light.
...	...	...	...	...	...	...	...	...	...	...	59	59	59	59	Darjeeling-Himalayan.
...	...	...	...	...	...	...	...	...	...	7½	7½	7½	7½	7½	Pondicherry.
...	...	...	...	...	...	...	...	...	...	...	...	...	4	5½	Deoghur.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	40½	Southern Mahratta.
...	...	...	...	...	...	...	...	...	...	7½	37½	57½	96½	256½	TOTAL ASSISTED COMPANIES.
															State Railways—Imperial.
...	...	...	...	...	...	62	103½	103½	103½	103½	227½	362½	416	446	Punjab Northern.
...	...	...	...	...	...	...	...	...	501	501	653	653	652	652½	Indus Valley and Kandahar.
...	...	...	...	...	91½	329	436½	507½	507½	603½	722	972½	1,175½	1,210½	1,260½	Rajputana-Malwa.
...	...	...	...	...	...	...	...	...	34	66½	66½	74½	74½	74½	Sindia.
...	...	...	...	...	18½	18½	18½	46½	40½	45½	40½	46½	46½	40½	Wardha Coal.
...	...	...	...	...	22½	22½	22½	22½	22½	22½	22½	22½	22½	22½	Patri.
...	...	...	...	...	...	...	...	...	145½	145½	145½	145½	145½	145½	Dhond-Manmad.
...	...	...	...	114	370	530½	651½	679½	1,450½	1,607½	2,134½	2,421	2,473½	2,648½	TOTAL STATE RAILWAYS—IMPERIAL.
															State Railways—Provincial.
28	28	28	28	28	28	28	28	28	28	28	28	28	43	55½	Calcutta and South Eastern.
27½	27½	27½	27½	27½	27½	17½	27½	27½	27½	27½	27½	27½	27½	27½	Nalhati.
...	...	...	...	...	...	...	...	134½	232	243½	243½	266½	280	289	Northern Bengal.
...	...	...	...	...	53	45	45	79	79	85	85	85	85	193	Tirhoot.
...	...	...	...	...	...	...	...	...	...	57	57	57	57	57	Patna-Gya.
...	...	...	...	..	...	29	29	29	29	29	29	53	52	52	Hathras-Mattra-Achnera.
...	...	...	...	...	...	...	...	...	...	...	49½	86	86	86	Cawnpore-Farukhabad.
...	...	...	...	...	...	...	...	...	...	...	12	12	12	72	Dildarnagar-Ghazipur.
...	...	...	...	...	...	...	...	...	...	...	53	98	149	149	Nagpur-Chhattisgarh.
...	...	...	...	...	...	...	...	161	161	161	161	161	161	354	Burma.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	51	Amritsar-Pathankote.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	48	Rupar-Nalagarh.
55½	55½	55½	55½	55½	108½	129½	129½	458½	556½	629½	745½	873½	952½	1,773½	TOTAL STATE RAILWAYS—PROVINCIAL.
															State Railways—Native States.
...	...	...	...	...	...	...	...	...	...	...	...	...	11½	11½	Bhopal.
...	...	...	...	...	...	...	...	...	...	...	105	193½	191½	193	Bhavnagar-Gondal.
...	...	...	...	20	20	20	20	20	20	40½	56½	60½	60½	58½	Gaekwar of Baroda's.
...	...	...	...	...	...	...	...	...	...	...	...	...	128	128	Jodhpore.
...	8	8	8	8	8	8	8	8	8	8	8	8	8	8	Khamgaon.
...	...	6	6	6	6	6	6	6	6	6	6	6	6	6	Amraoti.
...	...	...	...	...	121	121	121	121	121	121	121	121	121	121	Nizam's.
...	...	...	...	...	...	...	...	...	...	...	...	58	86	87	Mysore.
...	8	14	14	34	155	155	155	155	155	175½	290½	445½	503½	503½	TOTAL STATE RAILWAYS—NATIVE STATES.
4,364½	4,775	5,077½	7,370½	5,695	6,227½	6,519	6,833	7,322½	8,222½	8,492½	9,368	9,891½	10,144½	10,832½	TOTAL FOR ALL RAILWAYS.

MINERAL RESOURCES.

62. Although the importance of developing the mineral resources of the country has been steadily kept in view during the year, little progress beyond the preparation of projects, and initial measures to give them effect, has been made in this direction.

Coal.

The coal-fields at *Makum* in Assam have been connected with the banks of the Brahmaputra at Dibrugarh by the Assam Railway, and will doubtless supply fuel to the river steamers. On the completion of the line from Rungpore to Dhubri, these mines should become the source of fuel-supply for the greater part of the Northern Bengal Railway; but it is doubtful whether they can compete with Bengal coal on the south of the Ganges, though a trial is about to be made on the Eastern Bengal Railway.

The *Rewah* field at *Umeria* still awaits the construction of the Bilaspore-Katni-Etawah Railway, or at least a part of it.

The *Singareni* field in the Nizam's dominions will be tapped by the line lately undertaken by His Highness the Nizam's Guaranteed State Railway Company.

The *Palamow* coal districts will be traversed by the line projected from Mogul Serai to Cuttack and Puri.

The *Hingir* field will be opened up by the Bengal-Nagpur line when it is constructed.

The explorations in the Salt Range near Pind Dadan Khan have not proved satisfactory. On a close examination the coal turned out to be of most inferior quality, and to exist only in small isolated pockets. All hopes, however, have not been abandoned of finding some useful coal in this neighbourhood. The great value of a local supply of fuel to the Railways in the Punjab and Sind demands a most careful search.

63. The fuel consumed on Railways during the year compares as follows with that used in 1882; the figures are in tons:—

	Coal.				
	English.	Country.	Coal.	Patent fuel.	Wood.
1883	197,490	480,050	13,443	10,549	200,413
1882	178,987	423,015	11,898	13,758	188,044

The average cost of English coal in Bombay during the year has been ₹16 per ton, whereas the price of Indian coal at the pit's mouth (excluding the collieries of the East Indian Railway which turned out coal at a cost of ₹2⅓ per ton) varies from ₹3 to ₹9 per ton.

64. The following statement gives the description of fuel used on the several Railways in India, the source whence it is obtained, and the average cost and consumption per train-mile during the year 1883 :—

Statement showing source and description of fuel used and the consumption and cost per train-mile on the several Railways during the year 1883.

Railway.	Source and description of fuel used.	Total consumed.	Average cost per ton.	Per train-mile.	
				Consumption.	Cost.
		Tons.	₹	lbs.	As.
East Indian (a)	Bengal coal	236,993	2·08	50·05	0·75
Guaranteed.					
Madras	Chiefly wood. Patent fuel in small quantities.	83,446	5·19	(b) 86·07	3·19
South Indian	English and Australian coal, but principally the former.	18,857	15·21	26·55	2·88
Great Indian Peninsula (c)	English coal; also Warora, Mohpani, and Bengal coal.	176,974	12·59	48·18	4·33
Bombay, Baroda and Central India (d)	English coal and wood	40,271	15·98	45·31	5·17
Eastern Bengal (e)	Bengal coal	20,270	8·05	55·76	3·21
Sind, Punjab and Delhi	English and Bengal coal, also patent fuel and wood.	62,700	15·76	48·38	5·45
Oudh and Rohilkhund	Bengal coal	32,030	11·82	40·29	3·40
Imperial State.					
Punjab Northern	Wood and Bengal coal; also a small quantity of Salt Range coal.	16,736	29·08	38·94	8·09
Indus Valley and Kandahar	Wood and English coal	97,746	6·04	(b) 142·89	4·87
Rajputana-Malwa (f)	English and Bengal coal	67,623	20·72	23·43	4·95
Wardha Coal	Warora coal	3,644	5·00	103·00	4·00
Provincial State.					
Calcutta and South-Eastern	Bengal coal	2,900	9·51	54·14	3·68
Naihati	Bengal coal	359	9·17	19·44	1·27
Northern Bengal	Bengal coal	9,856	11·37	31·85	2·59
Kaunia-Dhurla	Bengal coal	224	18·79	20·93	2·81
Tirhoot	Bengal coal	5,668	10·81	32·99	2·55
Cawnpore-Achnera	Bengal coal	2,768	17·97	28·71	3·68
Nagpur-Chhattisgarh	Warora coal	9,143	9·00	57·00	4·00
Rangoon and Irrawaddy Valley	English coal and patent fuel.	5,161	18·47	20·30	2·67
Native States					
Bhavnagar-Gondal	English coal	2,623	18·70	22·61	3·02
Gaekwar of Baroda's	English coal	545	25·77	20·05	3·69
Nizam's	Wood	9,367	3·45	(b) 69·51	1·71
Mysore	Wood	4,037	5·16	(b) 102·61	3·78
Jodhpore	Bengal coal	127	27·73	19·88	3·93
Assisted Companies.					
Darjeeling-Himalayan	Bengal coal	1,878	19·00	30·20	4·25
Assam	Chiefly wood	256	...	(b) 35·00	...
Deoghur	Bengal coal	180	5·13	22·50	0·83

(a) Includes Branch State line worked by the undertaking.
(b) In terms of wood.
(c) Includes Dhond and Manmad, Berar, and Bhopal State lines.
(d) Includes Patri Branch.
(e) Includes Bengal Central Railway and Poradaha Section of Northern Bengal State Railway.
(f) Includes the Rewari-Ferozepore Railway.

STORES.

Stores Administration.

65. The work of the State Railway Stores Department has been carried on in a satisfactory manner during the year; it has however become evident that, as the magnitude of operations increases, some modifications of the present system will become essential. Communications have passed between the Secretary of State and the Government of India containing suggestions for putting the indenting officers in India in more direct communication with the Inspector General of Railway Stores at the India Office, with the view of avoiding the circuitous channel at present followed, and so expedite the compliance with indents and render the discussion of details more easy. The question at present is in an initial stage, and has not passed beyond the limits of discussion; but the general features of the scheme appear to have been accepted, and it remains to work out the details and put the whole on a practical footing.

Expenditure in England.

66. The total expenditure on State Railway stores purchased in England through the Agency of the India Office during the twelve months ended the 31st December 1883 has been—

	£
A.—Bridgework	68,999
B.—Engineer's plant	4,309
C.—Workshop machinery	38,341
D.—Permanent way	156,835
E.—Rolling stock	431,490
F.—Station materials and fencing	89,784
G.—Tools and stores	28,309
TOTAL	818,067

Expenditure in India.

The total expenditure by the Port Storekeepers for State Railway stores purchased locally during the year 1883-84 has been—

	₹
Calcutta	5,75,000
Bombay	8,95,914
Karachi	41,931
TOTAL	15,12,845

In addition to the above, steel rails, 75lbs. to the yard, with fastenings, costing ₹2,38,000, were purchased under the orders of the Government of India from the Tarakessur Railway Company for the purpose of doubling the Eastern Bengal Railway from Sealdah to Naihati.

Cost of establishment at Ports.

67. The annual cost of the several Port Store establishments has been—

	₹
Calcutta	27,300
Bombay	26,000
Karachi	15,100
TOTAL	68,400

The Calcutta figures include a sum of ₹3,600 paid to the East Indian Railway Company for work done in connection with the landing of stores.

The Karachi figures include a sum of ₹600 on account of an establishment at Kotri.

Ships employed.

68. The number of ships employed in bringing out State Railway Stores during the year 1883 was—

	No.	Tons of goods.
To Calcutta	82	21,185
„ Bombay	90	46,317
„ Karachi	30	3,786
„ Madras	8	2,140
„ Rangoon	23	8,614
TOTAL	233	82,042

69. Under the orders of the Secretary of State a system of partial insurance has been introduced from the commencement of 1883.

Insurance.

Previous to these orders, all stores for State Railways came to India wholly uninsured, and the actual losses that occurred were apportioned at the end of each financial year over all the State lines concerned. This arrangement was practically a mutual assurance association, and from the magnitude of the operations, it could not but result in a considerable saving on the whole as compared with actual insurance by independent resources.

The following figures will show the working result of this system for the ten years ended 1881-82:—

Value of stores imported.

		£
1872-73		299,407
1873-74		954,420
1874-75		1,023,209
1875-76		733,230
1876-77		605,283
1877-78		1,137,319
1878-79		673,018
1879-80	Productive Public Works	484,010
	Frontier	244,426
1880-81	Productive Public Works	600,745
	Frontier	694,697
1881-82	Productive Public Works	427,783
	Frontier	366,280
	TOTAL	8,243,827
Deduct value of insured stores supplied to Indus Valley State Railway through the agency of the Sind, Punjab and Delhi Railway Company during 1879-80 to 1881-82		222,597
	BALANCE UNINSURED	8,021,230

Value of stores lost at sea.

		£
1872-73		*Nil.*
1873-74	S. S. "Dhoolia"	1,636
1874-75	Ship "City of Edinburgh"	5,817
	" "Founding"	1,127
1875-76	S. S. "Dante"	6,136
	Ship "St. Malo"	705
	" "Diadem"	2,812
1876-77	Ship "Studdorsfield"	8,354
	" "John Stair"	2,457
	S.S. "Zealot"	1,344
1877-78	S.S. "Rosa Mary"	572
1878-79	S.S. "Childwall Hall"	2,151
	Ship "Mangrove"	1,418
1879-80		*Nil.*
1880-81	Ship "Mahableshwar"	1,966
1881-82	S.S. "Corsica"	2,843
	TOTAL	39,338

The average loss therefore during the ten years has amounted to 0·49 per cent. of the value of stores shipped; and the number of wrecks has averaged 0·6 per 100 voyages.

According to the new arrangement, portions only of large cargoes are to be insured; but how this portion is determined, is not known in India, nor is it known how the insurance is effected. The State Railway Department, however, has now to pay one per cent. on the value of all stores received from England, and is thereby relieved of all risks. It will be clear from the above that the Railway Department is a considerable loser by the change, as, had the one per cent. charge been in force during the period to which the foregoing transactions relate, the amount paid would have been £80,212 against an actual loss £39,338, or less than half the insurance fee.

From a Railway point of view, the change was decidedly undesirable; and if the partial insurances are effected by means of underwriters, it is conceivable that an absolute loss to the State may result. Some inconvenience and unnecessary correspondence must also be entailed, as in place of the simple adjustments which followed as a matter of course on any loss of stores under the former system, the amounts now involved have to be recovered from the Civil Department, a process rendering necessary additional references, separate scrutiny, and extra accounting.

70. The following table shows the reductions during the past and previous year in the State Railway Store reserves at the three ports:—

	Port Stores Depôt at.	Balance on 1st January 1882.	Balance on 1st January 1883.	Balance on 31st December 1883.	Decrease.	Increase.	Remarks.
		£	£	£	£	£	
Stores for Productive and Protective Railways.	Calcutta	63,710	65,908	44,056	21,852	...	The Conversion of Indian into English currency has herein been made on the basis of 10 rupees being equal to £1.
	Bombay	42,118	26,045	31,490	...	5,445	
	Karachi	59,744	36,795	41,346	...	4,551	
Stores originally imported for the Frontier State Railways.	Bombay	102,085	1,369	939	430	...	
	Karachi	368,407	89,337	70,913	18,624	...	
	TOTAL	636,064	219,654	188,744	40,906	9,996	
				Net Decrease.		30,910	

71. On the following page a table is given in which the locomotive and vehicle stock belonging to the several lines of railway open to traffic at the close of 1883 is compared with the number available at the end of 1882.

Table showing the Number of Locomotives and Vehicles owned by the various Open Lines.

Railways.	Locomotives.		Coaching Vehicles.		Goods Vehicles.		Brake-vans.		Total Number of Vehicles.		Remarks.
	Number on 31st December 1882.	Number on 31st December 1883.	Number on 31st December 1882.	Number on 31st December 1883.	Number on 31st December 1882.	Number on 31st December 1883.	Number on 31st December 1882.	Number on 31st December 1883.	Number on 31st December 1882.	Number on 31st December 1883.	
5′ 6″ Gauge.											
East Indian (*a*)	563	550	1,077	1,091	8,551	8,551	310	340	9,938	9,982	
Guaranteed.											
Madras	157	157	459	465	2,821	2,850	138	138	3,418	3,453	
Great Indian Peninsula (*b*)	440	455	938	910	7,815	7,815	458	526	9,211	9,251	
Bombay, Baroda, and Central India (*c*)	103	99	356	356	(*d*)2,888	(*d*)2,955	63	63	3,307	3,374	
Eastern Bengal (*e*)	48	48	175	182	953	1,033	51	31	1,179	1,246	
Sind, Punjab, and Delhi	159	159	506	567	3,388	3,393	109	114	4,003	4,074	
Oudh and Rohilkhand	125	125	277	281	3,086	3,096	70	70	3,433	3,447	
Imperial State.											
Punjab Northern	89	83	237	248	1,250	1,251	118	118	1,605	1,617	
Indus Valley and Kandahar	140	167	815	311	(*f*)2,689	(*f*)2,680	125	125	3,129	3,116	
Wardha Coal	6	7	9	12	214	221	6	8	229	241	
Provincial State.											
Calcutta and South-Eastern	12	12	30	95	277	266	8	9	315	370	
Patna-Gya	1	...	49	...	20	...	5	...	74	...	
Native States.											
Nizam's	10	9	56	53	111	118	17	16	184	187	
Total 5′ 6″ Gauge	1,853	1,871	4,484	4,571	34,063	34,229	1,478	1,558	40,025	40,358	
Metre and Smaller Gauge.											
Guaranteed.											
South Indian (*g*)	120	122	446	449	1,584	1,584	90	95	2,120	2,128	
Imperial State.											
Rajputana-Malwa (*h*)	301	317	805	885	4,914	5,302*	223	233	5,942	6,420	* Includes 100 bat-last wagons belonging to the Rewari-Ferozepore State Railway.
Punjab Northern (Salt Branch)	12	12	24	33	223	224	10	10	257	267	
Provincial State.											
Nalhati (*j*)	4	4	10	12	24	24	...	...	34	36	
Northern Bengal	36	36	123	122	773	780	30	30	926	932	
Kaunia-Dhurla (*k*)	4	4	10	10	40	40	4	4	54	54	
Tirhoot	24	29	55	84	350	487	20	20	425	591	
Cawnpore-Achnera	13	16	116	118	294	420	14	14	424	552	
Nagpur-Chhattisgarh	16	16	48	55	452	549	18	18	518	622	
Rangoon and Irrawaddy Valley	31	36	169	169	906	926	30	30	1,105	1,125	
Native States.											
Bhavnagar-Gondal	20	20	83	111	546	547	22	22	651	680	
Gaekwar of Baroda's (*k*)	6	6	27	27	187	187	6	6	220	220	
Mysore	14	15	72	80	150	158	7	7	229	245	
Jodhpore	(*i*)	2	(*i*)	14	(*i*)	50	(*i*)	3	(*i*)	67	
Assisted Companies.											
Darjeeling-Himalayan (*l*)	(*i*)	15	(*i*)	31	(*i*)	81	...	...	(*i*)	112	
Assam	(*i*)	12	(*i*)	43	(*i*)	154	(*i*)	13	(*i*)	210	
Deoghur	(*i*)	2	(*i*)	10	(*i*)	6	...	...	(*i*)	16	
Total Narrow Gauge	591	664	1,941	2,253	10,192	11,519	474	505	12,597	14,277	

(*a*) Includes the Branch State lines worked by the undertaking.
(*b*) Includes Dhond-Manmad, Bhopal, and Berar State lines.
(*c*) Includes Patri Branch.
(*d*) Excluding accident cranes.
(*e*) Includes Bengal Central Railway and Poradaha Section, Northern Bengal State Railway.
Includes 16 travelling cranes.

(*g*) Includes the Pondicherry Railway.
(*h*) Includes the Rewari-Ferozepore and Muttra-Achnera Railways.
(*i*) Return not furnished.
(*j*) 4′ gauge.
(*k*) 2′ 6″ gauge.
(*l*) 2′ gauge.

CAPITAL.

72. Excluding the Assisted Companies for which complete accounts are not received, the total Capital expenditure on Indian Railways up to the 31st December 1883, including lines under construction, amounted to £142,606,911, which may be allocated, as follows :—

	£
To Guaranteed lines	66,059,592
„ East Indian Railway	34,908,390
„ State lines	38,321,549*
„ Lines in Native States	3,317,380
TOTAL	142,606,911

The Indian expenditure on the Guaranteed lines is converted into sterling at the contract rates of exchange; that on the East Indian Railway and other State lines at 2*s.* the rupee.

The expenditure on the East Indian Railway has been arrived at by taking the outlay on construction, as given in the accounts for the half-year ended 31st December 1879, and adding thereto the expenditure shown in the accounts of subsequent half-years.

73. On page 28 will be found a statement giving the total Capital outlay, and the outlay per mile open (exclusive of Steam Boat Service and Suspense Accounts) for the several lines of railway open for traffic.

It will be seen that the average cost per mile of all open lines, excluding Steam Boat Service and Suspense Accounts, is ₹1,36,108, the 5′ 6″ and the metre gauge lines having cost respectively ₹1,67,725 and ₹68,753 per mile.

74. The Capital expenditure on the East Indian Railway is now exhibited in the financial accounts under the head—N. Expenditure on Productive Public Works—Capital Account—50 State Railways. And after the 1st July 1884, the Capital expenditure on the Eastern Bengal Railway, including the liabilities incurred by the State on taking over that line, will be similarly dealt with.

75. The Budget allotments for the year 1884-85 for State Railways classed as Productive Public Works are as follow :—

	₹	₹
East Indian Railway		54,00,000
Eastern Bengal Railway		1,12,37,000†
TOTAL		1,66,37,000
Other State Railways—		
India—		
Rajputana-Malwa Railway	31,72,000	
Rajputana-Holkar Section	1,00,000	
Sindia Railway	50,000	
Reserve	2,00,000	
Stores and Miscellaneous	42,02,000	
		77,24,000
Central Provinces—		
Wardha Coal	75,000	
Nagpur-Chhattisgarh	50,000	
		3,25,000
Carried over		80,49,000

* Includes State outlay on Patri Branch, ₹8,08,405.

† Of this amount ₹1,02,37,000 have been provided to meet the debentures and debenture stock of th Company.

		₹
	Brought forward	80,49,000
	₹	
British Burma—		
Rangoon and Irrawaddy Valley	3,90,000	
„ Sittang „	20,31,000	
		24,21,000
Bengal—		
Northern Bengal	3,94,000	
Tirhoot Railway and Extensions	7,20,000	
Patna-Gyà	95,000	
Nalhati	—7,000	
Calcutta and South-Eastern	1,50,000	
Dacca-Mymensingh	25,18,000	
Behar-Assam	27,00,000	
		65,70,000
North-Western Provinces and Oudh—		
Ghazipore-Dildarnagar	3,000	
Cawnpore-Achnera	9,92,000	
Bareilly-Pilibhit	3,05,000	
		13,00,000
Punjab—		
Indus Valley	16,51,000	
Punjab Northern	4,78,000	
Amritsar-Pathankote	9,50,000	
		30,79,000
Bombay—		
Dhond and Manmad		1,00,000
Total, excluding East Indian and Eastern Bengal Railways		2,15,19,000

Statement showing the total cost of each Railway on 31st December 1883, and the average cost per mile.

Railway.	Length of line open on 31st December 1883.	Total Capital outlay to 31st December 1883 (exclusive of Steam-boat Service and Suspense).	Average cost per mile (exclusive of Steam-boat Service and Suspense).	Total Capital outlay to 31st December 1883.
	Miles.	₹	₹	₹
East Indian	1,509·46	33,94,67,364	2,24,893	34,82,44,518
Guaranteed.				
Madras	860·86	11,17,22,586	1,29,780	11,39,92,073
South Indian	654·00	4,32,72,177	66,165	4,53,97,614
Great Indian Peninsula	1,288·25	25,34,93,202	1,96,773	26,07,58,700
Bombay, Baroda and Central India(*a*)	460·90	8,67,97,460	1,88,322	8,97,99,782
Eastern Bengal	159·64	3,34,12,450	2,09,299	3,56,76,420
Sind, Punjab and Delhi(*b*)	692·90	11,37,26,651	1,64,131	12,14,58,263
Oudh and Rohilkhand	546·85	5,89,01,465	1,07,710	7,07,69,446
Imperial State.				
Punjab Northern	420·50	7,12,66,290	1,69,480	7,24,47,249
Indus Valley and Kandahar	652·48	8,06,24,083	1,23,566	8,39,13,957
Rajputana-Malwa	1,117·25	9,03,51,433	80,869	9,49,43,835
Sindia	74·42	89,54,482	1,20,324	89,54,482
Wardha Coal (*c*)	45·00	52,94,597	1,17,658	54,12,959
Dhond and Manmad	145·75	1,00,45,315	68,922	1,00,64,757
Rewari-Ferozepore	88·75	40,60,857	45,756	53,87,700
Provincial State.				
Calcutta and South-Eastern	56·00	90,44,419	1,61,507	93,08,828
Nalhati	27·25	3,15,110	11,564	3,33,863
Northern Bengal	256·00	2,06,98,887	80,855	2,15,50,645
Kaunia-Dhurla	32·28	7,66,158	23,735	8,91,501
Tirhoot	192·89	1,11,85,714	57,990	1,27,49,429
Patna-Gya	57·20	37,13,703	64,925	38,56,520
Cawnpore-Achnera	138·25	53,50,962	38,705	66,56,519
Dildarnagar-Ghazipur	12·00	6,98,469	58,206	7,25,779
Nagpur and Chhattisgarh	149·00	93,27,495	62,601	96,43,590
Rangoon and Irrawaddy Valley	161·00	1,31,87,905	81,912	1,31,87,905
Native States.				
Bhopal	11·50	6,08,822	52,941	6,08,822
Bhavnagar-Gondal	193·21	87,82,250	45,454	90,49,232
Gaekwar of Baroda's	58·85	12,49,239	21,228	12,67,090
Khamgaon	8·00	4,82,570	60,321	4,90,996
Amraoti	6·00	4,34,666	72,444	4,44,860
Nizam's	117·10	1,22,11,715	1,04,285	1,22,83,560
Mysore	87·05	40,52,528	46,554	43,08,796
Jodhpore	19·00	4,99,866	26,309	4,99,866
Assisted Companies.				
Darjeeling-Himalayan	50·00	26,04,304	52,086	26,50,799
Bengal Central	52·00	28,30,516	54,433	28,30,516
Deoghur	6·50	2,73,331	42,051	2,73,331
Assam	39·00	22,22,253	56,980	22,22,253
Total	10,447·09	1,42,19,31,294	1,36,108	1,48,38,56,455

(*a*) Includes the Patri Branch Mileage and Capital outlay.
(*b*) Exclusive of the Rupar Branch, which is being worked experimentally by the Sind, Punjab and Delhi Railway Company.
(*c*) Excluding Warora colliery.

76. The total amount available for capital expenditure on State Railways classed as Productive Public Works, other than the East Indian and Eastern Bengal Railways, is made up as follows :—

	₹
Railway portion of the annual fixed grant of £2½ millions	1,80,00,000
Estimated saving on the grant of 1883-84	20,46,215
Contribution by the Government of the North-Western Provinces and Oudh from surplus Provincial balances to cover the probable outlay on Railways in those Provinces, classed as Productive Public Works	13,23,000
Transfer from irrigation Grant	1,50,000
TOTAL	2,15,19,215

or, in round numbers, ₹2,15,19,000.

In addition to the above, the following expenditure has been sanctioned on works in connection with railways not classed as productive :—

	₹	₹
Imperial—		
Establishment, Reserve and Miscellaneous		7,16,500
Railway survey in Central Provinces (Wardha Coal Extension)		5,000
Railway surveys in Assam		96,500
Benares-Cuttack Railway survey (Bengal)		2,85,000
Railway survey in Madras (Tinnevelly *viâ* Tenkasi and the Arienkaru Pass to Quilon)		2,000
Godra-Rutlam survey (Bombay)		5,000
TOTAL IMPERIAL		11,10,000
Provincial—		
Survey in Assam (Kokilamukh Railway)		2,00,000
Bengal—		
Railway construction	1,20,000	
Railway surveys	50,000	
Establishment and Reserve	1,00,000	
		2,70,000
North-Western Provinces and Oudh—		
Railway surveys		48,000
Madras—		
Railway surveys		11,500
Bombay—		
Railway surveys		27,500
TOTAL PROVINCIAL		5,57,000
TOTAL IMPERIAL AND PROVINCIAL		16,67,000

77. Under Protective works the following allotments have been made for Railways :—

	₹	₹
Bilaspur-Etawah survey (Central Provinces)		68,000
Jhansi-Manikpur construction (North-Western Provinces and Oudh)		32,00,000
Rewari-Ferozpore construction (Punjab)		30,60,000
Vizagapatam-Raipur survey (Madras)	1,68,000	
Cuddapah-Nellore construction („)	10,30,000	
Bellary-Kistna „ („)	31,25,000	
		43,23,000
Reserve for English stores		7,35,000
TOTAL		1,13,86,000
And under Frontier Railways—		
Kandahar		—4,15,000
Punjab Northern—Northern Section		—1,56,000
Stores and Reserve		—1,59,000
TOTAL		—7,30,000*

* This large credit is due to orders issued directing the transfer of all the Frontier Railway stores balances on the 1st April 1884 to *Productive Public Works.*

78. The total amount of capital raised by the various Guaranteed and Assisted Railway Companies amounted on the 31st December 1883, to £70,233,668 as follows :—

Capital raised by Companies.

£			
	GUARANTEED RAILWAY.		
56,653,110	consists of share capital raised at	5	per cent.
1,196,834	" " "	4¾	"
500,000	" " "	4½	"
3,780,850	" debentures "	4	"
1,501,900	" " "	3½	"
425,000	" debenture stock "	4½	"
3,497,458	" " "	4	"
142,016	Capital not bearing interest.		
TOTAL 67,697,168			

The capital not bearing interest is made up thus—

	£	£	£
Premium on share capital and debentures, &c.			444,473
Discount on debenture stock—			
Stock represented as shown above	3,922,458		
Cash received	3,629,878		
	292,580		
Discount on debentures—			
Amount as shown above	5,282,750		
Cash received	5,272,873		
		9,877	
			302,457
			1,42,016

ASSISTED RAILWAYS.

	£
Bengal Central	650,000
Rohilkhand-Kumaon	160,000
Southern Mahratta	1,726,500
Total share capital at 4 per cent.	2,536,500

79. The following tables contain the information regarding the Capital transactions of State and Guaranteed Railways which has usually been given in the annual reports.

State of Debenture Loans on 31st December 1883.

	RAILWAY.	Amount.		Rate of interest.	Date at which loan expires.	REMARKS.
		£	£			
	Bombay, Baroda and Central India	375,000	...	4	1st Aug. 1884.	
	Ditto	100,000	475,000	3½	*	
	Eastern Bengal	150,000	...	4	19th May 1884.	
	Ditto	52,650	...	4	1st Nov. 1884.	
	Ditto	409,700	...	4	12th July 1886.	
			612,350			
	Great Indian Peninsula	4,100	...	3½	*	
	Ditto	102,200	...	4	1st Jan. 1884.	
	Ditto	568,800	...	4	1st July 1885.	
	Ditto	39,500	...	4	1st Jan. 1886.	
			714,600			
	Madras	...	...	...		
	Ditto	...	245,500	4	*	
	Ditto	...		3½		
	Oudh and Rohilkhand	60,000	...	3½	1st Aug. 1884.	
	Ditto	200,000	...	4	16th Aug. 1884.	
	Ditto	300,000	...	4	1st May 1885.	
	Ditto	615,300	...	4	4th June 1887.	
	Ditto	200,000	...	4	1st Oct. 1887.	
	Ditto	740,000	...	3½	1st Aug. 1888.	
	Ditto	500,000	...	3½	*	
			2,615,300			
	South India	620,000	...	4	1st July 1884.	
			620,000			
			5,282,750			

* Not known in India.

Statement of Expenditure in England and India in Rupees on Indian State Railways appropriated to the various Undertakings to 31st December 1883.

Statement of Expenditure in England and India in Rupees on Indian State Railways

State Railways.	EXPENDITURE APPROPRIATED.			CLASSIFICATION				
	England.	India.	Total.	Preliminary Expenses.	Land.	Construction of Line.	Ballast and Permanent-way.	Stations and Buildings.
Railways constructed and under construction.								
Kaunia-Dhuria	...	8,91,501	8,91,501	909	14,432	85,822	4,96,375	20,220
Calcutta and South-Eastern*	45,31,148	47,77,681	93,08,829	87,084	10,24,080	14,51,208	27,93,480	10,77,131
Nalhati	3,80,756	—46,894	3,33,862	...	...	21,990	1,90,420	25,600
Rajputana-Malwa	2,21,75,083	6,06,05,695	8,27,80,778	18,80,583	6,97,306	2,09,59,417	2,37,37,888	1,02,80,162
Rewari-Ferozepore	...	69,79,774	69,79,774	1,01,275	40,701	3,85,498	29,88,706	5,84,956
Holkar	34,14,678	93,15,099	1,27,29,777	2,16,987	60,004	59,44,171	23,41,736	13,68,594
Wardha Coal	8,27,367	55,66,391	63,93,758	91,642	4,726	15,73,996	20,72,618	3,58,718
Punjab Northern, Lahore to Rawalpindi	72,40,631	3,88,88,967	4,61,29,598	8,75,428	5,11,481	1,98,62,681	1,02,41,286	27,12,586
Indus Valley	1,62,06,002	5,34,84,842	6,96,90,844	11,38,233	3,67,687	2,31,36,432	1,87,29,833	54,39,532
Northern Bengal†	54,44,162	1,66,03,568	2,20,47,730	1,35,455	9,00,602	61,71,966	59,26,378	26,37,820
Rangoon and Irrawaddy Valley	27,13,672	1,04,74,233	1,31,87,905	56,589	1,96,121	33,74,754	42,84,697	18,96,267
Sindia	14,62,381	74,91,101	89,54,482	2,64,859	20,531	51,10,995	22,00,406	6,67,668
Tirhoot	19,73,700	45,68,653	65,42,353	11,564	2,59,643	10,31,885	25,62,775	10,04,118
Tirhoot Extensions	10,93,492	40,90,838	51,84,330	36,852	1,31,284	11,46,620	21,00,706	4,65,740
Muzufferpur-Hajipur Extension	1,72,983	13,83,357	15,56,340	23,498	38,077	81,601	3,10,010	40,960
Nagpur-Chhattisgarh	19,87,258	76,56,231	96,43,589	2,17,440	40,140	33,41,268	25,93,512	11,13,226
Dhond and Manmad	42,30,237	58,31,520	1,00,64,757	1,28,698	30,427	31,17,049	50,18,391	7,70,602
Patna-Gya	8,59,348	29,97,172	38,56,520	6,909	1,30,784	6,92,821	20,35,680	4,13,260
Cawnpore-Achnera	8,13,431	75,54,173	83,67,604	68,556	2,08,295	13,48,290	29,10,024	6,67,332
Bareilly-Pbilibhit	29,569	4,55,346	4,84,915	58,304	15,521	1,20,818	1,62,068	43,100
Ghazipore-Dildarnagar	...	7,25,779	7,25,779	2,218	9,788	1,29,226	3,83,119	1,08,528
Rangoon and Sittang Valley	23,84,872	64,04,912	87,89,784	2,30,796	53,779	28,20,532	19,53,764	5,63,317
Frontier Railways { Punjab Northern, Northern Section	63,64,472	2,04,63,660	2,68,28,132	2,15,237	2,99,912	1,05,02,073	70,72,071	31,91,018
Frontier Railways { Kandahar	13,31,246	1,28,91,866	1,42,23,112	1,94,877	25,263	18,83,266	76,06,170	9,46,936
Amritsar-Pathankote	...	37,02,650	37,02,650	43,586	1,77,553	7,34,419	24,17,349	1,59,619
Dacca-Mymensing	7,32,525	14,43,639	21,76,154	1,30,016	2,04,512	3,90,317	2,52,575	47,204
Behar-Assamt	...	1,69,706	1,69,706	1,49,339	629	56	767	...
Banaghat-Bhagwangola	...	1,60,529	1,60,529	17,085	53,936	71,508	...	...
Jhansi-Manickpore	...	3,38,055	3,38,055	1,40,461	...	1,00,883	...	2,171
Bellary-Kistna	...	1,63,934	1,63,934	1,35,916	...	2,422	...	99
Total	8,63,69,103	29,60,37,978	38,24,07,081	66,60,381	55,23,614	11,55,94,794	11,34,02,804	3,65,96,384
Surveys and Railways in abeyance	...	9,72,535	9,72,535	6,02,830	...	...	...	...
Total	...	9,72,535	9,72,535	6,02,830	...	...	...	...
Native States.								
Nizam's	...	1,22,83,559	1,22,83,559	1,45,445	...	40,67,547	47,75,869	13,04,409
Bhavnagar-Gondal	...	90,49,232	90,49,232	51,227	...	31,56,903	27,74,871	7,59,175
Bhopal	...	50,73,737	50,73,737	...	13,272	29,32,739	6,06,534	1,59,822
Khamgaon	...	4,90,996	4,90,996	369	1,116	1,10,457	2,78,600	46,380
Amraoti	...	4,44,860	4,44,860	11,799	2,450	95,282	2,41,571	43,298
Bangalore-Mysore { Broad gauge	...	62,863	62,863	328	10,258	40,407	7,344	...
Bangalore-Mysore { Metre gauge	...	43,08,795	43,08,795	93,939	39,316	10,27,737	15,05,753	3,68,378
Bangalore-Tumkur	...	14,60,260	14,60,260	24,483	3,223	3,52,825	36,763	65,649
Total	...	3,31,73,802	3,31,73,802	3,27,700	69,635	1,17,93,897	1,02,27,305	27,47,111

* Includes Sonarpur-Diamond Harbour Extension. | † Includes Parbatipur-Dinagepore extension. | ‡ Includes expenditure on Kosi Extension Survey.

appropriated to the various undertakings to 31st December 1883.

OF EXPENDITURE.							STATE RAILWAYS.
Steam Ferries.	Collieries.	Plant.	Rolling Stock.	Establishment.	Suspense Account.	Receipts on Capital Account deducted.	
							Railways constructed and under construction.
1,20,535	...	8,594	1,31,715	8,592	4,808	...	Kaunia-Dhuria.
3,667	...	1,15,427	24,41,855	23,06,765	8,60,043	2,622	Calcutta and South-Eastern.*
...	...	7,500	44,062	30,000	18,753	4,163	Nalhati.
...	...	28,93,482	1,31,93,966	55,22,565	45,93,492	57,078	Rajputana-Malwa.
...	...	1,23,411	10,39,131	3,82,391	13,16,843	4,238	Bewari-Ferozepore.
...	...	3,23,552	11,19,545	12,50,038	...	40,050	Holkar.
...	6,16,120	3,93,031	5,61,130	6,09,286	1,18,362	8,874	Wardha Coal.
...	...	28,16,876	45,25,042	48,24,160	8,76,203	1,16,745	Punjab Northern, Lahore to Rawalpindi.
4,64,842	...	22,79,169	92,62,132	69,36,288	21,25,243	98,447	Indus Valley.
4,02,354	...	8,65,235	23,05,258	22,98,002	4,69,404	44,234	Northern Bengal.†
...	...	1,05,642	19,05,436	10,74,639	...	6,240	Rangoon and Irrawaddy Valley.
...	...	22,514	1,04,567	9,00,289	...	26,447	Sindia.
2,54,303	...	2,32,072	5,86,345	6,02,178	...	3,430	Tirhoot.
2,14,317	...	88,355	6,54,533	2,61,663	56,390	2,152	Tirhoot Extension.
...	...	9,193	24,038	30,310	20,08,708	55	Muzufferpur-Hajipur Extension.
...	...	3,47,572	9,36,201	7,52,210	3,16,094	6,173	Nagpur-Chhattisgarh.
...	...	2,83,368	27,298	7,72,800	29,447	15,719	Dhond and Manmad.
...	...	60,594	41,33,895	2,41,231	1,42,317	1,321	Patna-Gya.
...	...	1,43,606	12,42,053	4,73,794	13,05,556	702	Cawnpore-Achnera.
...	...	2,099	2	33,435	49,283	625	Bareilly-Pallibhit.
...	...	7,354	...	58,353	27,310	217	Ghazipore-Dildarnagar.
...	...	7,40,283	4,77,511	6,17,291	18,33,360	4,830	Rangoon and Sittang Valley.
...	...	13,70,518	27,23,037	11,29,183	3,15,527	20,304	Frontier Railways ... {Punjab Northern, Northern Section.
...	...	2,01,729	23,49,368	2,29,304	6,84,904	2,205	Frontier Railways ... {Kandahar.
...	...	5,716	80,042	85,146	1,123	1,903	Amritsar-Pathankote.
...	...	17,506	...	2,11,693	9,12,087	766	Dacca-Mymensing.
...	...	2,810	...	22,523	3,462	9	Behar-Assam.‡
...	...	2,524	...	12,713	2,079	316	Ramaghat-Bhagwangola.
...	...	7,852	...	27,160	64,229	1	Jhansi-Manickpore.
...	...	51	...	401	25,066	24	Bellary-Kistna.
14,89,818	6,16,120	1,11,06,105	4,19,84,064	3,02,32,029	1,05,67,087	4,61,019	TOTAL.
...	...	53,566	...	2,05,005	21,885	752	Surveys and Railways in abeyance.
...	...	53,566	...	2,05,005	21,885	752	TOTAL.
							Native States.
...	...	2,05,630	7,07,549	10,93,299	74,846	83,541	Nizam's.
...	...	3,45,742	12,04,000	4,07,349	2,66,083	7,628	Bhavnagar-Gondal.
...	...	6,723	...	1,76,733	10,79,984	2,910	Bhopal.
...	...	3,503	11,669	30,730	8,126	344	Kamgaon.
...	...	2,915	8,642	28,609	19,294	...	Amraoti.
...	...	500	...	4,026	...	...	Bangalore-Mysore ... {Broad gauge.
...	...	69,783	5,00,620	3,62,594	2,56,368	8,618	Bangalore-Mysore ... {Metre gauge.
...	...	13,334	76,748	45,810	8,42,092	217	Bangalore-Tumkur.
...	...	6,60,791	25,04,748	23,10,549	25,31,733	1,02,158	TOTAL.

Guaranteed and Assisted Railways.

Statement showing the amount of Capital authorised to be raised for each undertaking, as now sanctioned, the amount raised, and the amount withdrawn, to 31st December 1883.

Railway.	Amount authorised to be raised on 31st December 1883.					Amount raised in England to 31st December 1883.						Amount raised in India to 31st December 1883.		Total amount raised to 31st December 1883.	Total amount withdrawn to 31st December 1883.
	Share Capital.	Debentures.	Debenture Stock.	Capital not bearing Interest.	Total.	Share Capital.	Debentures.		Debenture Stock.		Capital not bearing Interest.	Share Capital.	Capital not bearing Interest.		
							Amount of Debentures.	Cash received.	Stock represented.	Cash received.					
Guaranteed.	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Bombay, Baroda and Central India	7,550,300	575,000	...	35,449	8,160,749	7,528,628	475,000	471,250	...	...	35 449	21,672	...	8,056,999	8,157,543
Eastern Bengal	2,255,518	612,350	411,308	2,290	3,281,466	2,238,994	612,350	612,350	411,308	374,738	2,290	16,486	...	3,244,850	3,270,339
Great Indian Peninsula	20,000,000	1,428,800	3,065,300	303,789	24,797,889	19,503,103	714,600	713,473	2,701,450	2,475,559	228,860	496,897	74,929	23,492,821	23,902,880
Madras	10,265,479	400,000	...	13,052	10,678,531	10,257,630	245,500	245,500	...	...	13,052	...	...	10,516,182	10,449,273
Oudh and Rohilkhand	4,000,000	3,115,300	384,700	19,619	7,519,619	3,575,581	2,615,300	2,615,300	384,700	354,589	19,619	424,419	...	6,989,508	7,076,944
Sind, Punjab and Delhi	11,418,900	...	...	4,363	11,423,263	10,988,984	...	...	...	...	4,336	86,306	27	11,079,653	11,133,674
South Indian	3,211,244	720,000	425,000	65,911	4,422,155	3,210,023	620,000	1615,000	425,000	425,000	65,856	1,221	55	4,317,155	4,350,605
Total	58,701,441	6,851,450	4,286,308	444,473	70,283,672	57,302,943	5,282,750	5,272,873	3,922,458	3,629,878	369,462	1,047,001	75,011	67,697,168	68,341,258
Assisted.															
Bengal Central	1,000,000	...	...	...	1,000,000	650,000	...	...	...	...	...	...	...	650,000	674,104
Rohilkhand-Kumaon	200,000	...	...	...	200,000	160,000	...	...	...	...	...	...	...	160,000	135,000
Southern Mahratta	3,000,000	...	...	...	3,000,000	1,724,525	...	...	...	...	...	1,975	...	1,726,500	1,119,549
Total	4,200,000	...	...	...	4,200,000	2,534,525	...	...	...	...	...	1,975	...	2,536,500	1,901,653
GRAND TOTAL	62,901,541	5,851,450	4,286,308	444,418	74,483,617	59,837,468	5,282,750	5,272,873	3,922,458	3,629,878	369,462	1,049,031	74,956	70,233,668	70,242,910

Guaranteed and Assisted Railways.

Statement showing the amount received from and withdrawn by each Company during the year ended 31st December 1883.

Railway.	Sums standing to the Credit of the Companies on the 31st December 1882.	Sums advanced to the Companies on the 31st December 1882.	FROM 1ST JANUARY TO 31ST DECEMBER 1882.									Total received during the year ended 31st December 1883.	Total withdrawn during the year ended 31st December 1883.
			AMOUNT RECEIVED.						AMOUNT WITHDRAWN.				
			In England.				In India.		In England.		In India.		
			Share Capital.	Debentures.	Debenture Stock.	Capital not bearing Interest.	Share Capital.	Capital not bearing Interest.	On account of Stores, Establishment Charges, &c.	For discharge of debentures.	Amount.		
Guaranteed.	£	£	£	£	£	£	£	£	£	£	£	£	£
Bombay, Baroda and Central India	27,999	...	...	...	...	...	...	...	181,379	...	—52,837*	...	128,542
Eastern Bengal	...	8,064	—2	...	...	2	...	...	66,370	...	—48,945*	...	17,425
Great Indian Peninsula	94,558	...	...	—214,200	...	...	...	...	574,226	218,300	—283,808*	—214,200	508,718
Madras	121,135	...	—2,371	—52,300	...	2,504	...	...	65,377	155,000	—63,318*	—52,167	157,059
Oudh and Rohilkhand	461,524	...	...	...	...	...	...	...	293,297	...	255,663	...	548,960
Sind, Punjab and Delhi	84,200	...	...	...	...	...	...	...	172,968	...	—34,747*	...	138,221
South Indian	...	30,734	—116	...	...	116	...	...	48,020	...	—45,304*	...	2,716
TOTAL	789,416	38,798	—2,489	—266,500	...	2,622	...	...	1,401,637.	373,300	—273,296	—266,367	1,501,641
Assisted.													
Bengal Central	98,365	...	150,000	...	...	...	...	...	245,469	...	...	150,000	245,469
Rohilkhand-Kumaon	21,000	...	120,000	...	...	...	...	...	116,000	...	...	120,000	116,000
Southern Mahratta	1,621,446	...	...	...	...	...	...	...	286,822	...	726,165	...	1,012,987
TOTAL	1,740,811	...	270,000	...	...	...	...	...	648,291	...	726,165	270,000	1,374,456
GRAND TOTAL	2,530,227	38,798	267,511	—266,500	...	2,622	...	...	2,049,928	373,300	452,869	3,633	2,876 097

* Transfers of Expenditure to Revenue Account. Sale proceeds of Stores, Refunds, &c., exceeded by these sums the amounts withdrawn in India on Capital Account during the year.

Statement of Withdrawals out of Capital for Expenditure, showing the amount withdrawn in England and in India by all the Guaranteed and Assisted Indian Railway Companies during each financial year from the commencement to 31st March 1884.

Year.	England.	India.	Total.
	£	£	£
1849-50	69,211	6,682	75,893
1850-51	61,164	38,099	99,273
1851-52	154,212	197,111	351,323
1852-53	174,920	252,640	427,560
1853-54	252,484	418,165	670,649
1854-55	960,878	769,278	1,730,156
1855-56	1,935,074	1,431,337	3,366,411
1856-57	1,752,813	1,762,287	3,515,100
1857-58	1,328,243	2,094,825	3,423,068
1858-59	1,941,033	3,551,075	5,492,108
1859-60	2,508,668	4,662,796	7,171,464
1860-61	2,388,315	5,190,400	7,578,715
1861-62	1,597,430	5,004,782	6,602,212
1862-63	1,852,393	4,010,951	5,863,344
1863-64	1,415,146	3,340,507	4,755,653
1864-65	1,396,821	2,725,419	4,122,240
1865-66	2,222,679	3,414,187	5,636,866
1866-67	3,958,357	3,339,346	7,297,703
1867-68	3,924,490	3,195,591	7,120,081
1868-69	1,702,452	2,165,475	3,867,927
1869-70	2,298,680	2,444,171	4,742,851
1870-71	1,899,054	1,877,216	3,776,270
1871-72	886,996	1,609,732	2,496,728
1872-73	822,995	*345,750**	477,245
1873-74	1,028,032	*334,979**	693,053
1874-75	1,174,893	*86,982**	1,087,911
1875-76	1,151,585	*200,779**	950,806
1876-77	1,222,846	*507,387**	715,459
1877-78	1,793,662	*469,678**	1,323,984
1878-79	1,786,234	*773,611**	1,012,623
1879-80	1,256,417	*906,857**	349,560
1880-81	941,782	*506,992**	434,790
1881-82	1,211,022	*368,587**	842,435
1882-83	1,236,087	*486,944**	749,143
Total expenditure to end of 1882-83	50,307,068	48,513,526	98,820,594
Deduct—Withdrawals by East Indian Railway Company.	12,276,504	18,620,297	30,896,801
Total Expenditure to end of 1882-83	38,030,564	29,893,229	67,923,793
1883-84. (Partly estimated)	1,728,800	*291,200*	1,437,600
Total	39,759,364	29,602,029	69,361,393

* Net credits in India.

Statement of Capital withdrawals in England and in India by the Southern Mahratta Railway Company during each financial year from the commencement to 31st March 1884.

Year.	England.	India.	Total.
	£	£	£
1882-83	130,973	579,995	710,968
Total expenditure to end of 1882-83	130,973	579,995	710,968
1883-84. (Partly estimated)	223,400	387,500	610,900
Total	354,373	967,495	1,321,868

LINES OPEN FOR TRAFFIC.

Persons Employed.

Numbers employed.

80. On the following pages detailed information is given regarding the number of employés of all races on open lines of railway in India. This may be summarised thus:—

	Number of Employés.				Number of miles open.	Number of Stations.
	Europeans.	East Indians.	Natives.	Total.		
30th September 1882	3,796	3,922	178,018	185,736	9,936¼	1,323
30th September 1883	3,995	3,979	177,287	185,261	10,424¾	1,403

It will be seen that the natives form 95·69 per cent. of the entire body of servants. The apparent decrease in the number of natives employed is due to exclusion of contractor's coolies, &c., from the East Indian Railway return for 1883.

Casualties.

81. The percentage of casualties among Europeans and East Indians from various causes is given below for the year ending 30th September 1883:—

	Europeans.	East Indians.
Death	2·15	1·10
Resignation or discharge	13·23	15·41
Dismissal	4·52	5·80
Total	19·90	22·31

Accidents.

82. The following tables give the number of persons killed and injured in connection with railway working, and the number of accidents to trains during the last two years:—

Statement showing the total number of persons killed or injured on the Railways opened for traffic in India during 1883, as compared with the number killed or injured during 1882.

	Passengers.						Railway servants or servants of Contractors.						Other persons.							
	From causes beyond their own control.		From their own misconduct or want of caution.		Total.		From causes beyond their own control.		From their own misconduct or want of caution.		Total.		Whilst passing over Railways at level-crossings.		Trespassers and Suicides.		Miscellaneous, not included in preceding columns.		Total.		Total all classes.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1882	15	40	27	109	42	149	28	87	135	332	163	419	14	4	120	31	13	5	147	43	354	611
1883	2	49	31	113	33	162	12	70	137	340	149	410	9	6	122	34	21	18	152	58	334	630

The number of accidents per 1,000 train-miles was the same for the last two years, *viz.*, 0·08. There were two passengers killed from causes beyond their own control during 1883, being an average of one per 32⅓ millions of passengers travelling; forty-six were injured, or an average of one per 1·4 millions. The total number of killed and injured, *viz.*, 48, gives an average of 63 millions of miles travelled for each casualty.

Abstract of Accidents to Trains during 1883.

Serial No.	Class of Accidents.	Number of Accidents.		During 1883. Number of Passengers and others.		Number of Servants.		Total.	
		1882.	1883.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Collisions between passenger trains or parts of passenger trains	3	5	...	(a) 5	...	...	...	5
2	" " " " and goods or mineral trains, engines, and vehicles standing foul of the line	39	54	(b)1	(b) 16	1	...	2	16
3	Collisions between goods trains or parts of goods trains	84	70	...	(c) 4	1	5	1	9
4	" " light engines	18	17	...	...	1	2	1	2
5	Passenger trains or parts of passenger trains leaving the rails	50	46	...	...	...	...	...	...
6	Goods trains or parts of goods trains, engines, &c., leaving the rails	283	290	...	...	...	1	...	1
7	Trains or engines travelling in the wrong direction through points	66	52	...	...	...	1	...	1
8	Trains running into stations or sidings at too high a speed	7	16	...	2	...	1	...	3
9	" " over cattle on the line	1,116	1,134	1	...	...	...	1	...
10	" " over obstructions on the line	121	139	2	1	...	1	2	2
11	" " through gates at level-crossings	42	54	...	...	...	2	...	2
12	The bursting of boilers or tubes, &c., of engines	96	89	...	...	...	...	...	...
13	The failure of machinery, springs, &c., of engines	216	245	...	...	...	...	...	...
14	" " of tyres	29	10	...	...	...	...	...	...
15	" " of wheels	3	5	...	...	...	...	...	...
16	" " of axles	39	48	...	...	...	...	...	...
17	" " of brake apparatus*	1	2	...	...	...	...	...	...
18	" " of couplings	87	133	...	...	...	...	...	...
19	" " of tunnels, bridges, viaducts, or culverts	5	3	...	...	...	...	...	...
20	Broken rails	54	53	...	...	...	...	...	...
21	The flooding of portions of permanent-way	70	87	...	...	...	...	...	...
22	Slips in cuttings or embankments	53	30	...	...	...	...	...	...
23	Fire in trains	357	334	...	...	...	...	...	...
24	Fire at stations, or involving injury to bridges or viaducts	43	31	...	...	...	...	...	...
25	Other accidents	216	285	(d) 2	(d) 19	...	10	2	29
	Total	3,072	3,212	(e) 6	(f) 47	3	23	9	70

Remarks.

(a) Accident on the Calcutta and South-Eastern State Railway at Sonarpur Junction on the 11th May 1883, caused by No. 2 Up Passenger train coming into collision with No. 3 Down Passenger train, through the carelessness of a pointsman. Five passengers were slightly injured.

(b) In an accident on the Indus Valley and Kandahar State Railway at Rahim-Yarkhan on the 27th September 1883, caused through the carelessness of the drivers and station master, a down mail train collided with an up goods train. One passenger was killed and five injured.

(c) In an accident on the East Indian Railway at Futwah station on the 23rd March 1883, caused through carelessness of driver, two down goods trains collided and four passengers were injured.

(d) On the East Indian Railway on the 26th July 1883 a down passenger special train from Sahebgunge to Naihati was wrecked on bridge No. 201 below Murarai station; cause unknown. One passenger killed and 14 injured; one railway servant also injured.

(e) Of this number only two were passengers.

(f) Of this number 46 were passengers.

	1882.	1883.*
Miles open	10,018½	10,387½*
Train miles	36,751,857	40,634,680
No. of passengers in millions	58¾	65½

* Exclusive of Assam Railway.

Numerical Return of all races employed on open lines of Railway and on the River Steamer services on the 30th September 1883.

RAILWAYS.	General Administration Including Agency, Audit, Account, Paymasters, Stores, Medical, Barrack, Printing, Stationery and Police Establishments.				Traffic and Telegraph Departments.				Engineer's Department.				Locomotive and Carriage and Wagon Departments, including Steam-boat Establishments.				Total.				Number of miles open.	Number of stations.	Remarks.
	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.	Europeans.	East Indians.	Natives.	Total.			
East Indian (includes the Patna-Gya, Dildarnagar-Ghazipur, and Sindia State Railways)	75	40	3,613	3,728	383	263	9,551	10,197	101	40	22,541	22,682	490	268	11,749	12,503	1,049	607	47,454	49,110	1,652½	177	
Guaranteed.																							
Madras	21	41	538	600	62	394	2,207	2,663	24	74	3,943	4,041	90	369	3,019	3,478	197	878	9,707	10,782	861	116	(a) Not including Police, which is under the control of the Inspector General of Police, British Burma.
South Indian (includes Pondicherry line)	9	23	301	333	24	64	1,661	1,749	8	30	2,020	2,058	35	232	2,201	2,468	76	349	6,793	7,208	661½	101	
Great Indian Peninsula (includes Dhond-Manmad and Berar State Railways)	35	37	1,093	1,165	314	233	5,361	5,908	69	16	17,475	17,560	424	250	10,161	10,835	842	539	34,090	35,471	1,450½	190	
Bombay, Baroda and Central India (includes Patri line)	16	33	716	765	17	33	2,060	2,110	21	6	2,864	2,891	73	46	2,104	2,223	127	118	7,744	7,989	461	80	
Eastern Bengal (includes Damukdia Branch of the Northern Bengal State Railway and Bonreong and Dum-Dum Sections of the Bengal Central Railway)	15	...	504	519	61	43	1,771	1,878	9	3	1,676	1,688	93·66	48·33	2,597·99	2,740	178·66	94·33	6,552	6,825	206½	41	(b) There are no European and East Indian employés on this line, and particulars regarding natives have not been received.
Sind, Punjab and Delhi	51	28	1,002	1,081	125	62	2,735	2,920	38	12	5,359	5,409	169	73	4,246	4,488	383	173	13,342	13,898	736	106	
Oudh and Rohilkund	27	29	703	759	46	19	1,283	1,348	19	9	4,734	4,762	66	44	3,496	3,606	158	101	10,316	10,475	547	80	
Imperial State.																							
Punjab Northern	11	8	162	181	46	30	822	898	20	1	1,680	1,701	70	15	1,315	1,400	147	54	3,979	4,180	420½	50	(c) Return not received.
Indus Valley and Kandahar	18	11	553	582	77	61	1,807	1,445	33	7	2,971	3,011	138	19	2,915	3,102	266	98	7,776	8,140	660	77	
Rajputana-Malwa (includes the Rewari-Ferozepore and Muttra-Achnera lines)	42	53	1,316	1,411	56	112	3,026	3,194	40	13	6,195	6,218	169	233	5,001	5,403	307	411	15,538	16,256	1,228	155	
Wardha Coal	5	4	49	58	...	3	56	59	...	...	231	231	1	5	47	53	6	12	383	401	45	4	
Provincial State.																							
Calcutta and South-Eastern	...	3	34	37	...	5	181	181	...	1	113	114	1	1	163	165	1	5	491	497	56	15	
Nalhati	...	...	18	18	...	1	22	22	...	2	107	109	...	2	31	33	...	5	177	182	27½	7	
Northern Bengal (includes steam ferry)	4	3	179	186	8	23	577	608	9	...	1,100	1,109	22	31	820	873	43	57	2,676	2,776	239	28	
Kaunia-Dhuria (do. do.)	...	...	8	8	1	...	38	39	...	...	87	87	1	1	93	95	2	1	225	228	69	11	
Tirhoot (do. do.)	6	...	124	130	3	10	309	322	3	...	386	389	9	24	812	845	21	34	1,031	1,086	166	25	
Muttra-Hathras	...	...	16	16	...	1	47	48	...	1	67	68	1	...	124	125	1	2	254	257	29	6	
Cawnpore-Farukhabad	5	6	95	106	3	3	205	211	1	...	201	202	4	3	180	187	13	12	681	706	88½	19	
Nagpur-Chhattisgarh	4	6	109	119	4	19	227	250	5	6	937	948	15	73	624	732	28	104	1,917	2,049	149	20	
Rangoon and Irrawaddy Valley	10	13	69	(a)92	13	85	260	358	3	14	844	861	16	40	683	739	42	152	1,856	2,050	163	25	
Native States.																							
Bhavnagar-Gondal	6	4	187	197	2	17	330	349	4	2	10	16	19	2	127	148	31	25	654	710	193	27	
Gaekwar of Baroda's	...	...	14	14	...	1	43	44	...	...	175	175	...	...	11	11	...	1	213	214	59½	9	
Nizam's	3	8	150	161	5	29	191	225	3	2	682	687	15	26	336	377	26	65	1,360	1,450	121	13	
Mysore	8	6	60	74	5	18	141	164	3	3	304	310	11	48	302	361	27	75	807	909	86	13	
Jodhpore (b)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Assisted Companies.																							
Assam (c)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Darjeeling-Himalayan	1	...	23	24	3	2	112	117	9	1	488	498	11	4	129	144	24	7	752	783	50	8	
Total Indian Railways	372	356	11,636	12,364	1,258	1,524	34,525	37,307	422	246	77,700	78,458	1,943·66	1,853·33	53,335·99	57,133	3,995·66	3,979·33	177,287	185,262	10,421½	1,403	

Note.—The Traffic and Telegraph Departments of the Eastern Bengal Railway include the Landing and Shipping Establishments on that Railway.

Numerical Return of casualties, whether by death, resignation, and discharge or dismissal, among the Euro

RAILWAYS.	GENERAL ADMINISTRATION INCLUDING AGENCY, AUDIT, ACCOUNT, PAY, MASTERS, STORES, MEDICAL, BARRACK, PRINTING, STATIONERY AND POLICE ESTABLISHMENTS.										TRAFFIC AND TELEGRAPH DEPARTMENTS.										ENGINEER'S				
	EUROPEANS.					EAST INDIANS.					EUROPEANS.					EAST INDIANS.					EUROPEANS.				
	Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by				Average number employed.	Number of casualties by			
		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.
East Indian (includes the Patna-Gya, Dildarnagar-Ghazipore and Sindia State Railways).	74	...	6	...	6	37	...	6	...	6	373	4	51	20	75	246	...	48	8	56	88	4	17	2	23
Guaranteed.																									
Madras	21	...	2	2	4	42	1	7	1	9	56·50	1	11	2	14	386·58	2	34	12	48	23·25	...	1	...	1
South Indian (includes Pondicherry line).	9	...	1	...	1	23	1	...	4	5	24	1	3	1	5	67 16	1	7	14	22	7	...	...	...	...
Great Indian Peninsula (includes Bhond-Manmad and Berar State Railways).	35	...	4	...	4	36	1	...	...	1	318	14	41	6	61	241	3	37	8	48	76	3	2	...	5
Bombay, Baroda and Central India (includes Patri line).	16	...	...	...	...	33	...	1	...	1	17	...	...	...	...	33	1	6	...	7	21	1	4	...	5
Eastern Bengal (includes the Damukdia Branch of the Northern Bengal State Railway and Dum-Dum and Bongong Sections of the Bengal Central Railway).	13·75	2	...	...	2	...	...	...	...	...	64·74	2	13	6	21	42·24	2	9	3	14	9·42	...	4	...	4
Sind, Punjab and Delhi	46·50	...	10	...	10	31·08	...	1	...	1	129	1	10	24	35	65	...	4	12	16	38	1	7	1	9
Oudh and Rohilkhand	21·3	...	3	...	3	28·17	...	1	1	2	46·32	...	8	3	11	18·65	...	2	3	5	19·58	1	1	1	3
Imperial State.																									
Punjab Northern	12	...	3	...	3	10	...	4	...	4	65·08	1	21	6	28	35·34	1	16	14	31	18·50	2	...	2	4
Indus Valley and Kandahar	23·02	...	2	2	4	10·80	...	...	...	...	73	1	7	9	17	79	...	5	14	19	32·60	...	...	2	2
Rajputana-Malwa (includes the Rewari-Ferozepore and Muttra-Achnera lines).	42·83	1	4	2	7	37·34	1	3	2	6	65	...	11	7	18	119	4	23	18	45	40·50	1	1	2	4
Wardha Coal	5	1	1	1	3	3	...	3	1	...	...	...	...	...	...	3	...	...	2	2	...	...	...	...	...
Provincial State.																									
Calcutta and South-Eastern	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Nalhati	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...
Northern Bengal (includes steam ferry).	5	...	...	...	...	3	...	...	...	...	9	...	...	...	...	16	...	2	4	6	6	...	...	1	1
Kaunia-Dhurla (includes steam ferry).	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tirhoot (includes steam ferry).	7	1	...	...	1	...	...	...	...	...	3·50	...	2	1	3	8·67	...	7	5	12	3	...	...	...	...
Muttra-Hathras	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1	...	...	...	...	...
Cawnpore-Farukhabad	4·08	...	1	...	1	5·53	...	...	...	...	2·25	...	...	...	...	4	...	2	1	3	1	...	...	...	...
Nagpur-Chhattisgrahi	4	...	...	...	...	5·17	...	...	...	...	4·75	...	1	2	3	24	1	8	4	13	3·42	11	...	...	...
Rangoon and Irrawaddy Valley.	10	...	...	...	...	13	...	4	1	5	14	...	2	...	2	96	...	4	13	17	3	...	...	...	...
Native States.																									
Bhavnagar-Gondal	6	...	...	...	...	4	...	...	...	...	3	...	1	...	1	27	1	5	4	10	8	...	6	1	7
Gaekwar of Baroda's	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...
Nizam's	3	...	1	...	1	8	...	1	...	1	5	...	...	...	...	29	1	1	2	4	3	...	...	...	...
Mysore	8	...	2	...	2	6	...	2	...	2	5	...	1	...	1	18	...	5	2	7	3	...	2	1	3
Jodhpore (a)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Assisted Companies.																									
Assam (b)	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Darjeeling-Himalayan	2	...	2	...	2	...	...	...	...	...	3	...	1	...	1	2	...	...	...	2	10	...	1	...	1
TOTAL INDIAN RAILWAYS.	374·51	5	42	7	54	337·09	4	35	10	47	1782·14	25	184	87	296	1,563·64	17	228	143	388	408·27	14	46	13	73

NOTE.—The Traffic and Telegraph Departments of the Eastern Bengal Railway include the Landing and Shipping Establishments on that Railway.

pean and East Indian employes on the Rys. open for traffic in India during the year ending 30th Sept. 1883.

DEPARTMENT.					LOCOMOTIVE AND CARRIAGE AND WAGON DEPARTMENTS INCLUDING STEAM-BOAT ESTABLISHMENT.								TOTAL.								Mean mileage open.	RAILWAY.
EAST INDIANS.					EUROPEANS.					EAST INDIANS.					EUROPEANS.					EAST INDIANS.						
Average number employed.	NUMBER OF CASUALTIES BY				Average number employed.	NUMBER OF CASUALTIES BY				Average number employed.	NUMBER OF CASUALTIES BY				Average number employed.	NUMBER OF CASUALTIES BY				Average number employed.	NUMBER OF CASUALTIES BY					
	Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		Death.	Resignation and discharge.	Dismissal.	Total.		
35	1	15	2	18	481	11	66	9	86	960	4	27	5	36	1,016	19	140	31	190	578	5	96	15	116	21,652½	East Indian (includes the Patna-Gya, Dildarnagar-Ghazipore, and Sindia State Railways.
																										Guaranteed.
38·25	...	16	2	18	91	...	6	1	7	384	3	23	5	31	191·75	1	20	5	26	890·83	6	80	20	106	861	Madras.
29	...	5	1	6	37	...	4	...	4	270	...	12	...	12	77	1	8	1	10	389·16	2	24	19	45	662½	South Indian (includes Pondicherry line).
14	...	2	...	2	425	11	34	7	52	234	1	70	6	77	851	28	81	13	122	523	5	109	14	128	1,455½	Great Indian Peninsula (includes Dhond-Manmad and Berar State Railways).
6	...	...	1	1	72	1	18	...	19	47	...	11	...	11	126	3	22	...	24	119	1	18	2	21	462	Bombay, Baroda and Central India (includes Patri line).
3	...	...	...	...	88·26	...	20	18	38	47·16	3	8	1	12	176·07	4	37	24	65	93·40	5	17	4	26	199½	Eastern Bengal (includes the Damukdia Branch of the Northern Bengal State Ry. and Dum-Dum and Bongong Sections of the Bengal Central Railway).
12	...	6	...	6	161	2	29	3	33	68	1	14	...	15	377·90	4	58	26	87	166·06	1	25	12	38	763½	Sind, Punjab and Delhi.
7·33	...	...	...	...	69·82	2	8	7	17	35·33	...	6	3	9	163·05	3	20	11	34	89·48	...	9	7	16	347	Oudh and Rohilkhand.
																										Impl. State.
6	...	...	1	1	74·16	...	15	2	17	14·91	...	1	...	1	169·74	3	39	10	52	66·25	1	22	15	38	420½	Punjab Northern.
6·50	...	...	1	1	135	3	22	7	32	18	...	1	5	6	363·62	4	20	20	44	114·30	...	6	20	2	660	Indus Valley and Kandahar.
21·33	1	2	3	6	162	5	9	5	19	210	6	41	8	53	320·33	7	25	16	48	377·67	12	72	31	115	1,184	Rajputana-Malwa (includes the Rewari-Ferozepore and Mutra-Achnera lines).
...	...	...	...	...	1	...	...	...	...	5	...	...	...	...	6	1	1	2	3	11	...	3	3	6	45	Wardha Coal.
																										Provi. State.
1	...	...	...	...	1	...	...	...	...	1	...	...	...	...	1	...	...	...	...	3	...	...	...	...	56	Calcutta & South-Eastern.
2	...	...	...	...	...	...	...	...	...	2	...	...	...	...	...	...	...	...	...	5	...	...	...	...	27½	Nalhati.
1	...	...	1	1	28	...	5	1	6	35	...	3	4	4	48	...	5	2	7	55	...	5	6	11	330	Northern Bengal (includes steam ferry.)
...	...	...	...	...	1	...	...	...	...	1	...	...	...	...	2	...	...	...	...	1	...	...	...	...	69	Kaunia-Dharla (includes steam ferry).
...	...	...	...	...	22	1	...	2	3	28	1	1	2	4	25·50	2	2	3	7	36·67	1	8	7	16	166	Tirhoot (includes steam ferry).
1	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	...	...	2	...	1	...	1	29	Muttra-Hattras.
...	...	...	...	...	4	...	1	...	1	3	...	1	...	1	11·33	...	3	...	3	13·53	...	3	1	4	86½	Cawnpore-Furuckabad.
5·58	...	1	1	2	17	3	10	4	17	94	1	39	16	56	29·17	4	12	6	21	123·75	2	48	21	71	130½	Nagpore-Chhattisgarh.
14	...	...	1	1	21	1	5	5	11	46	...	7	10	17	48	1	7	5	13	169	...	15	25	40	163	Rangoon and Irrawaddy Valley.
																										Native States.
2	...	...	...	...	29	...	...	...	5	2	...	...	...	...	27	...	12	1	13	35	1	5	4	10	193	Bhavnagar-Gondal.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	59½	Geakwar of Baroda's.
3	...	1	...	1	33	...	1	1	2	36	1	11	...	12	22	...	1	1	2	66	2	14	2	18	121	Nizam's.
3	...	5	...	5	11	...	4	2	6	48	...	22	4	26	27	...	9	3	12	75	...	34	6	40	86	Mysore.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Jodpore. (c)
																										Assisted Companies.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	Assam. (b)
1	...	...	...	...	11	2	7	1	10	4	...	4	...	4	26	2	11	1	14	7	...	6	...	6	50	Darjeeling-Himalayan.
242·90	2	53	14	69	1941·14	42	253	74	374	1883·40	22	305	66	392	4006·06	86	530	181	797	4946·29	44	619	233	896	10,348½	TOTAL INDIAN RYS.

(a) There are no European and East Indian employes on this line.

(b) Return not received.

(c)

83. In paragraph 74 of the last report mention was made of a Commission which was appointed for the investigation of the Railway Police system. The orders on the report which was submitted to Government issued in the Home Department under a Resolution dated 20th June 1883.

Railway Police.

The Committee's general proposals are set forth in detail in paragraphs 24 to 38 of their Report. Briefly they are—

(1) That all arrangements for watch and ward of goods shed, yards, goods trains in stations, and railway buildings, should be left to be carried out by the Railway Company, the staff employed for this duty, who will be mere watchmen, being, however, required to give immediate information to the Government Railway Police of all cognizable crime occurring within the Railway premises, and of all complaints made to them by the Public.

(2) That for the purposes of law and order, including the detection and prosecution of crime, a specially organized Government Police force should be maintained, the strength and disposition of this force being determined by the Local Governments concerned in communication with the Railway authorities.

These proposals were approved by the Governments of Bengal and the North-Western Provinces, and sanctioned by the Governor General in Council for adoption on the East-Indian Railway; and the new organization came into force at the commencement of the year 1884-85. It is estimated that the reorganization will effect a saving to the undertaking of Rs. 50,000 a year.

84. The following statement gives certain details regarding the cost of police, &c., on open lines of railway :—

Statement showing the strength and cost of Police on the open lines of Railway in India, and the amount of compensation payments due to theft, for the year 1883.

Railways.	Subordinate Officers.	Constables and men.	Salaries and fixed Allowances of Officers.	Office Expenses and Travelling Allowances.	Salaries of Subordinate Officers and Men.	Total cost of force per Annum.	Cost of Force per mile of Railway.	Compensation payments due to theft or carelessness of Police.	Compensation payments per mile of Railway.	Length of Railway open for Traffic.	Remarks.
	No.	No.	R	R	R	R	R	R	R	Miles.	
East Indian (includes State lines worked)	141	882	18,000	(a)28,560	1,43,338	1,89,898	119·36	...	...	1,591	(a) Includes R 16,020 contingency charges.
Guaranteed.											
Madras	8	239	3,852	4,304	27,454	35,610	41·36	848	0·99	861	(b) There is no separate Police force on the South Indian Railway, the duties being performed by the Government Police acting under their own officers and paid by the State.
South Indian (b)	...	...	...	...	...	...	...	...	...	...	(c) Includes the proportion of cost of Police paid by the Government of Bombay, and Rs. 7,310 charges for stores, clothing and stationery, &c., which have not been shown in any of the preceding columns.
Great Indian Peninsula (includes State lines worked)	16	803	18,285	603	1,40,977	(c)1,67,175	114·68	7,200	4·94	1,457	(d) Includes the Gackwar's State Railway.
Bombay, Baroda and Central India	51	376	19,098	10,465	54,826	84,389	162·29	1,947	3·74	(d) 523½	
Eastern Bengal (includes Damukdia Branch and Bengal Central Railway)	25	300	5,962	2,833	24,217	33,012	171·71	...	...	192	(e) Includes annual contingencies and clothing, &c.
Sind, Punjab and Delhi { Punjab and Delhi section	33	319	6,300	3,584	32,338	42,222	67·45	1,473	2·00	626	(f) Includes good conduct allowances and line establishment.
Delhi { Sind section	11	89	...	89	12,108	12,197	111·90			109	(g) Includes the Muttra-Achnera and Rewari-Ferozepore lines.
Oudh and Rohilkhand	4	310	...	2,141	25,616	27,757	50·74	148	0·27	547	(h) Cost of clothing.
Imperial State.											(i) Total cost of permanent force only; besides this there are other charges under the following heads :—
Punjab Northern	56	363	...	(e) 5,926	(f) 46,692	52,618	125·13	1,796	4·27	420½	R a. p.
Indus Valley and Kandahar	46	352	7,818	1,697	45,656	55,171	84·49	1,330	2·04	653	Treasure guards 891 9 8
Rajputana-Malwa	91	419	16,606	12,876	60,826	90,308	73·69	2,699	2·20	(g) 1,225½	Opium detectives 72 6 7
Wardha Coal	2	12	...	(h) 42	1,119	1,161	25,80	...	...	45	Clothing charges 11 11 0
Provincial State.											Other charges 2 13 6
Calcutta and South Eastern	...	22	...	...	3,268	3,268	58·36	...	...	56	Total . 978 8 9
Naihati	...	1	...	4	84	88	3·23	...	...	27½	
Northern Bengal	4	76	...	...	10,473	10,473	43·82	165	0·69	239	(j) Not known. Cost borne by the Civil Department.
Kaunia-Dharla	...	12	...	...	984	984	28·11	22	0·63	35	
Tirhoot	...	59	...	...	4,090	4,090	24·64	667	4·02	166	
Muttra-Hathras	1	12	...	20	828	848	29·24	...	...	29	
Cawnpore-Farukhabad	4	24	...	...	194	2,328	26·91	...	...	86½	
Nagpur and Chhattisgarh	11	100	2,112	300	9,706	12,118	81·32	...	...	149	
Rangoon and Irrawaddy Valley	7	27	3,000	1,952	8,128	13,080	81·24	220	1·37	161	
Native States.											
[illegible]nagar-Gonda	17	53	4,422	848	5,262	(i) 10,532	54·29	215	1·11	194	
[illegible]	...	24	(j)	(j)	(j)	(j)	...	...	...	86	
[illegible]	2	92	...	...	13,416	13,416	110·88	134	1·11	121	
[illegible]	1	5	...	1[illegible]	1,590	1,601	139·22	...	...	11½	

N. B.—The lines under the management of Assisted Companies and the Jodhpore Native State Railway have not been included in this statement.

85. The returns of Natives employed as drivers and shunters have not been received from all Administrations, and it is therefore impossible to give a summary of the whole. The question, however, continues to receive attention. On the South Indian Railway the numbers have been increased from 31 to 34, on the Madras Railway from 4 to 6, on the Great Indian Peninsula from 60 to 79, on the Bombay, Baroda and Central India from 33 to 36, on the Sindh, Punjab and Delhi from 46 to 57, on the Punjab Northern from 16 to 21, and on the Indus Valley Railway from 20 to 23. The returns from the two Railways where most attention has been given to this subject, *viz.*, the East Indian and the Oudh and Rohilkhand Railways, have not come to hand in time for inclusion in this report.

Native drivers.

86. The following statement gives the number of depositors in the State Railway Provident Institution and the sums at their credit on the 31st December 1883.

Provident Institution.

Table showing the nnmber of depositors in the Provident Fund Institution of the several State Railways and the sums at their credit on the 31st December 1883.

State Railway.	Number of Staff depositing.	Number of depositors.		Amount at credit on the 31st December 1883.				Remarks.
		Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus.	Total.	
Imperial State.								
Punjab Northern	688	35	686	7,379	52,593	9,846	69,818	
Indus Valley and Kandahar	1,376	160	1,237	18,023	93,086	26,526	1,37,629	
Rajputana-Malwa	2,511	106	2,475	35,688	1,62,065	95,846	2,93,599	
Wardah Coal	56	7	56	474	4,508	1,429	6,411	
Provincial State.								
Northern Bengal	386	56	382	8,945	38,380	18,821	66,146	
Tirhoot	312	35	312	5,224	26,175	8,346	39,745	
Muttra-Hathras Cawnpore-Furrakhabad	172	1	171	59	9,904	2,484	12,447	
Nagpur and Chhattisgarh	274	11	274	482	14,293	5,195	19,970	
Rangoon and Irrawaddy Valley	344	79	331	13,203	36,479	13,685	63,367	
Native States.								
Bhavnagar-Gondal	275	16	275	2,182	11,523	2,836	16,541	
Nizam's	158	27	155	4,183	16,144	4,185	24,512	
Mysore	73	1	72	1	1,609	243	1,853	
Total	6,625	534	6,426	95,843	4,66,753	1,89,442	7,52,038	

87. The following abstract gives the enrolled strength and the number of efficients in each Railway Volunteer Corps on the 1st March 1884 :—

Corps.	Enrolled strength.	Efficients.				Non-Efficients.	Sergeant Instructors, 1st and 2nd class.	Drill Instructors.	Head-quarters.	Remarks.
		Officers.	Non-Commissioned Officers.	Volunteers.	Total.					
3rd or Sind, Punjab, and Indus Valley Railway Volunteer Rifle Corps.	759	27	86	615	728	31	5 (1st class), 4 2nd class.	1	Lahore.	
Eastern Bengal Railway Volunteer Rifle Corps.	180	6	18	150	174	6	2 (1st class) .	...	Calcutta.	
East Indian Railway Volunteer Rifle Corps .	1,194	59	138	920	1,117	47	13 (1st class) .	...	Jamalpur	1 Armourer Sergeant attached to the Corps.
Tirhoot State Railway Volunteer Rifle Corps.	43	2	5	10	17	26	1 (1st class) .	...	Somastipur	
Northern Bengal Railway Volunteer Rifle Corps.	298	13	33	210	256	42	4 (1st class) .	...	Darjeeling.	
Northern Bengal Cadet Company . . .	69	1	4	24	29	40	. . . .	...	Do.	
Rangoon and Irrawaddy Valley State Railway Volunteer Rifle Corps. (a).	202	12	25	127	164	38	3 (1st class) .	...	Rangoon.	(a) Company at Prome and Tounggoo respectively.
Rajputana-Malwa Volunteer Rifle Corps . .	553	22	52	425	499	54	6 (1st class) .	1	Ajmere.	
Great Indian Peninsula Railway Volunteer Rifle Corps . . .	990	30	106	640	776	214	9 (1st class) .	...	Bombay.	
Bombay, Baroda, and Central India Railway Volunteer Rifle Corps.	252	11	20	150	181	71	2 (1st class) .	1	Do.	
Total .	4,540	183	487	3,271	3,941	569				

Statement showing the Number of Officers, Non-Commissioned Officers, and Volunteers in each Corps in India for whom Capitation Allowance has been passed for the year 1883-84.

Corps.	Officers.	Non-Commissioned Officers.	Volunteers.	Station.	Remarks.
3rd or Sind, Punjab, and Indus Valley Railway Volunteer Rifle Corps	24	73	465	Lahore.	
Eastern Bengal Railway Volunteer Rifle Corps	8	28	116	Calcutta	
East Indian Railway do. do. .	45	128	858	Ja	
Tirhoot State do. do. do. .	2	7	10		
Northern Bengal Railway do. do. .	13	25			
Rajputana-Malwa do. do. do. .	16	46			
Rangoon and Irrawaddy Valley State Railway Volunteer Rifle Corps	6				
Great Indian Peninsula Railway Volunteer Corps					
Bombay, Baroda, and Central India Railway Volunteer Corps . . .					

Revenue.

88. The net revenue derived from Railways during the year 1883 amounted to ₹8,41,89,517 as compared with ₹7,68,42,201 in 1882.

89. The total capital cost of lines open to traffic on the 31st December 1883 was ₹1,48,30,56,455, and the percentage of the net earnings on this outlay amounted to 5·68 as compared with a similar percentage of 5·37 in 1882 on a capital outlay of ₹1,43,17,18,565.

90. If the steam-boat service and capital expenditure on suspense account are excluded, the general results of railway working compare as follows for the last three years:—

		1881.	1882.	1883.
Miles open at end of year		9,858·25	10,069	10,447·09†
Capital outlay at end of year	₹	1,34,73,90,895	1,37,84,16,644	1,42,19,31,294
Cost per mile open	,,	1,36,827	1,36,896	1,36,108
Gross earnings during the year	,,	14,32,30,801	*15,23,12,619	16,27,97,525
Working expenses during the year	,,	7,07,12,465	*7,58,05,494	7,87,81,945
Net profits of year	,,	7,25,18,336	*7,65,07,125	8,40,15,580
Percentage of net profits on capital cost		5·38	*5·55	5·91
Gross earnings per mile per week (calculated on mean mileage worked)	₹	285	294	301

91. On the next page will be found a statement comparing the net earnings and their percentages on capital expenditure for the principal railways during the last five years.

92. The net revenue earned by all State lines during the past year amounted to ₹1,40,94,343‡, being a return of 3·75 per cent. on a total capital expenditure of ₹37,54,45,959‡. Excluding the Punjab Northern and Kandahar Frontier Railways, the net earnings of the State lines were at the rate of 4·68 per cent. on the capital expended.

93. The net revenue of the East Indian Railway, including the branch State lines worked by it, amounted to ₹3,17,29,543, being at the rate of 8·77 per cent. on a total capital expenditure of ₹36,17,81,299. The surplus profits on this line during the past year, after payment of annuity and interest charges, were ₹1,05,38,609, of which sum ⅘ths, or ₹84,30,887, accrued to Government.

94. The following statements, relating to Guaranteed Railway transactions, are similar to those given in previous reports. Conversions from the Indian currency into sterling have been made at the contract-rates of exchange.

It will be seen that the Guaranteed lines returned a net revenue of £3,542,973, being at the rate of 5·25 per cent. on a total capital expenditure of £67,431,448.

The guaranteed interest for the year amounted to £3,289,439.

So that the net earnings exceeded the guaranteed interest by £253,534.

95. From the commencement of operations up to the 31st December 1883, [illegible]ross sum of £61,067,964 has been advanced as interest by the State to the [illegible]teed Railway Companies, excluding the East Indian Railway Company, [illegible]the 30th June 1883 the total net earnings of these railways, exclusive [illegible] surplus profits realised, amounted to £35,439,120, leaving a net [illegible]28,844, which has been paid by the State.

[illegible]fits realised on Guaranteed Railways during the year 1883 [illegible]s compared with £917,312 in 1882, and £652,195 in 1881. [illegible]be found a statement showing the direct annual loss [illegible]lway outlay during each financial year from 1858. [illegible]gain was 1877-78. The next two years show [illegible]nstant gain; and it may be confidently [illegible]se in future years.

[illegible] inasmuch as the true loss by ex- [illegible] show approximately the finan- [illegible] comparative progress made [illegible]onferred upon the country [illegible]not be gauged by such [illegible]of the large increase in [illegible]ntry which has every-

Statement showing the Net Earnings and their percentage on the Capital Expenditure finally charged off (excluding Suspense Accounts) for the principal Railways during the last five years—1879 to 1883.

Railway.	1883.		1882.		1881.		1880.		1879.	
	Net Earnings.	Percentage of net earnings per annum on Capital Expenditure.	Net Earnings.	Percentage of net earnings per annum on Capital Expenditure.	Net Earnings.	Percentage of net earnings per annum on Capital Expenditure.	Net Earnings.	Percentage of net earnings per annum on Capital Expenditure.	Net Earnings.	Percentage of net earnings per annum on Capital Expenditure.
	₹		₹		₹		₹		₹	
5′ 6″ Gauge.										
Indian	(a)3,17,29,543	(a) 8·99	2,97,12,511	8·80	3,09,48,310	9·30	2,87,54,418	8·70	2,90,80,929	8·83
Guaranteed.										
dian Peninsula	25,26,549	2·26	25,70,841	2·30	20,75,856	1·87	19,57,136	1·77	20,75,170	1·88
Baroda and Central India	1,76,59,653	(b) 6·96	(c)1,83,89,856	(d) 7·29	1,62,19,488	6·46	1,11,05,551	4·44	1,01,90,601	4·10
gal	67,83,906	7·82	50,10,872	5·91	57,45,702	6·86	47,34,653	5·77	37,92,898	4·61
and Delhi	26,84,611	7·72	36,38,438	10·52	33,69,281	9·72	27,24,310	7·88	24,33,530	7·10
ikhand	49,07,593	4·18	34,10,880	2·94	30,76,660	2·65	54,70,862	4·75	45,40,520	3·99
Imperial State.	24,80,362	4·21	18,01,371	3·07	19,75,098	3·28	19,04,410	3·28	18,19,936	3·24
ndahar	5,93,018	0·83	5,09,018	0·83	3,59,598	0·58	5,64,171	1·40	3,78,889	1·54
Provincial State.	32,18,635	3·97	15,76,113	2·01	11,77,288	1·58	19,22,399	2·77	6,17,459	1·08
	(e)...	(e)...	2,15,705	5·68	1,79,145	5·11	2,11,256	6·56	1,01,787	3·58
Native States.	2,37,932	1·95	3,75,099	3·08	2,92,775	2·40	2,24,309	1·86	89,925	0·77
e Gauge.										
ranteed.	13,22,333	3·05	14,02,329	3·26	12,37,726	2·89	9,30,018	2·23	10,63,252	2·60
State.										
dia-Neemuch	(f)61,31,742	6·49	51,29,252	5·87	28,67,041 6,02,299	5·51 1·90	12,33,305 3,53,991	3·62 1·40	11,79,167 2,91,828	3·81 1·46
	11,65,371	5·52	10,93,553	5·33	8,99,316	4·41	6,43,509	3·20	1,25,120	0·66
	2,59,705	2·22	2,54,047	3·94	2,36,200	3·70	2,40,272	4·49	1,07,818	2·10
	2,07,466	3·88	(g)1,17,110	(g) 3·74	(g) 84,238	(g) 2·70	...	...	...	...
	6,83,800	7·33	1,89,171	2·15	66,056	0·95	21,271	0·70	...	...
	5,52,366	4·19	6,30,431	4·97	6,45,077	5·16	5,21,084	4·23	1,41,743	1·19
	3,26,613	3·72	3,54,647	4·24	2,05,254	3·05	...	...	...	...

State branch lines worked by the Undertaking.
cting amount paid to Government as above.
2,40,023 on account of rent of leased lines.
g amount paid to Government as above.

(e) Included with East Indian Railway.
(f) Includes Rewari-Ferozepore Railway.
(g) Figures for Cawnpore-Farukhabad Railway only.

Guaranteed Interest—Indian Railways.

Statement of the total amount of Interest advanced to each of the undermentioned Railway Companies to 31st December 1883.

Railway Company.	Interest advanced to 31st December 1882.	Interest advanced during 1883.				Total.
		England.	India.	Interest charged on overdrawn Capital.	Total.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bombay, Baroda and Central India	7,467,443 12 1	395,716 5 8	298 14 3	1,652 6 8	397,667 6 7	7,865,110 18 8
Eastern Bengal	2,647,712 10 10	153,296 13 4	427 4 8	935 9 7	154,659 4 7	2,802,371 15 5
Great Indian Peninsula	21,539,582 1 2	1,141,868 15 0	3,341 5 0	1,798 19 7	1,147,008 19 7	22,686,591 0 9
Madras	10,307,089 6 2	521,029 14 10	. . . .	. . . .	521,029 14 10	11,028,119 1 0
Oudh and Rohilkhand	3,196,711 8 8	312,795 10 0	704 10 0	. . . .	313,500 0 0	3,510,211 8 8
Sind, Punjab and Delhi	9,699,117 7 8	553,114 5 0	650 4 8	214 19 8	553,979 9 4	10,253,096 17 0
South Indian	2,716,749 9 10	203,994 19 10	. . . .	1,718 17 10	205,713 17 8	2,922,463 7 6
Total	57,774,405 16 5	3,281,816 3 8	5,421 15 7	(a)6,320 13 4	3,293,558 12 7	61,067,964 9 0

(a) Interest on overdrawn capital is for the year 1883 being charged in that year by transfer entry.

Statement showing approximately the amounts advanced on account of Guaranteed Interest to the undermentioned Railway Companies to 30th June 1883.

Railway Company.	Total amount advanced to 31st December 1883. (b)	Aggregate of Net Revenue balances for the several half-years to 30th June 1883, inclusive.	Net amount advanced.
	£	£	£
Bombay, Baroda and Central India	7,865,111	4,758,981	3,106,130
Eastern Bengal	2,802,372	2,642,352	160,020
Great Indian Peninsula	22,686,591	16,595,431	6,091,160
Madras	11,028,119	4,778,221	6,249,898
Oudh and Rohilkhand	3,510,211	1,630,710	1,879,501
Sind, Punjab and Delhi	10,253,097	3,746,804	6,506,293
South Indian	2,922,463	1,286,621	1,635,842
Total	61,067,964	35,439,120	25,628,844

(b) The interest for the half-year to 30th June 1883 not being paid until the succeeding half-year.

...tement showing the amount of Surplus Profits earned by Guaranteed Railways to 31st December 1883, inclusive.

	Half-year to 30th June ...	Half-year to 31st Dec. 1878.	Half-year to 30th June 1879.	Half-year to 31st Dec. 1879.	Half-year to 30th June 1880.	Half-year to 31st Dec. 1880.	Half-year to 30th June 1881.	Half-year to 31st Dec. 1881.	Half-year to 30th June 1882.	Half-year to 31st Dec. 1882.	Half-year to 30th June 1883.	Half-year to 31st Dec. 1883.	Total.
	£	£	£	£	£	£	£	£	£	£	£	£	£
			(c):	. .	(c)	. .	158,450	. .	147,830	. .	201,974	7,903	553,085
			63,257	. .	99,197	4,414	149,764	15,304	164,054	45,426	46,276	853,377
			...67	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	(d)	5,855,427
				. .		338,319	1,248	590,124	. .	609,803	. .	2,894,368
				.	. . .	. . .	. . .	. . .	. . .	. .	. .		3,872
						101,183	151,012	753,258	164,054	857,203	54,179	10,160,130

...mpany during these half-years, but no division ...truction of the Narbada bridge, ...itted in this statement.

Guaranteed Railways.

Year.	Capital expended to to 31st March.	Net Revenue for year to 31st December.	Guaranteed Interest for year to 31st December.	Interest in excess of Revenue.	Revenue in excess of Interest.
	£	£	£	£	£
1870	83,910,587	2,846,600	4,344,113	1,497,513	...
1871	87,686,857	2,686,260	4,544,764	1,858,504	...
1872	90,183,585	2,869,223	4,603,853	1,734,630	...
1873	90,660,830	3,185,069	4,613,573	1,428,504	...
1874	91,353,883	3,956,071	4,651,088	695,017	...
1875	92,441,794	3,576,514	4,641,979	1,065,465	...
1876	93,392,660	4,442,430	4,658,947	216,517	...
1877	94,108,059	6,117,226	4,662,635	...	1,454,591
1878	95,430,863	5,002,028	4,708,134	...	293,894
1879	96,444,666	5,062,188	4,748,233	...	313,955
1880 (*a*)	65,907,288	2,662,213	3,263,179	600,966	...
1881	66,349,320	3,110,824	3,272,651	161,827	...
1882	67,021,755	3,319,439	3,279,407	...	40,032
1883	67,431,448	3,542,973	3,289,439	...	253,534

(*a*) East Indian Railway excluded from this and subsequent years.

Results of working the Guaranteed Railways for the year ended 31st December 1883.

Railway Company.	Net Revenue.	Guaranteed Interest.	Revenue in excess of Interest.	Interest in excess of Revenue.	Extra dividend in excess of Guaranteed Interest received by the Companies as surplus profits.	
					Rate per cent. for half-year ending 31st December 1882.	Rate per cent. for half-year ending 30th June 1883.
Guaranteed.	£	£	£	£	£ s. d.	£ s. d.
Bombay, Baroda and Central India	621,858	396,015	225,843	...	...	
Eastern Bengal	246,090	153,720	92,370	...	3	
Great Indian Peninsula	1,618,802	1,145,210	473,592	...		
Madras	231,600	523,234	...	291		
Oudh and Rohilkhand. { Main Line, Northern Extension. }	248,036	313,500	...			
Sind, Punjab and Delhi	449,863	553,765				
South Indian	126,724	203,6				
Total	3,542,973					

Note.—The dividends declared for ha

(*b*) Less income tax.

(*c*) This is the interest payable

...g the direct annual Gain or Loss to the State from Railway Outlay since 1858.

		Railways.			State Railways.				East Indian Railway.				
		...ffic re-..., less ...ics of sur-...us profits ...aid to Com-panies.	Guaranteed Interest.	Loss or gain to State.	Capital ex-pended to end of each year.	Net traffic receipts.	Interest, includ-ing interest on Debenture Stock and Annuity of the E. B. Railway.	Loss or gain to State.	Capital Expended.	Net traffic receipts, less surplus paid to shareholders.	Interest on annuity.	Loss or gain to State.	Total loss or gain to State.
		£	£	£	£	£	£	£	£	£	£	£	£
	...531	232,365	838,411	606,046	...	...	...	...	...	...	...	...	606,046
	2,995	403,057	1,199,929	796,872	...	...	...	...	...	...	...	...	796,872
	...01,710	389,413	1,485,745	1,096,332	...	...	...	...	...	...	...	...	1,096,332
	...503,922	391,162	1,788,153	1,396,991	...	...	...	...	...	...	...	...	1,396,991
	46,367,266	625,615	2,166,755	1,541,140	...	...	...	...	...	...	...	...	1,541,140
	51,122,919	821,548	2,456,182	1,634,634	...	...	...	...	...	...	...	...	1,634,634
	55,245,159	1,129,851	2,683,787	1,553,936	...	...	...	...	...	...	...	...	1,553,936
	60,882,025	2,865,574	2,889,241	23,667	...	...	...	...	...	...	...	...	23,667
	68,179,728	2,347,085	3,031,087	684,002	...	...	...	...	...	...	...	...	684,002
	75,299,809	1,989,112	3,480,677	1,491,565	594	...	14	14	...	...	...	...	1,491,579
	79,167,736	2,229,509	3,881,013	1,651,504	552,992	—1,379	12,455	13,834	...	...	...	...	1,665,338
	83,910,587	2,627,941	4,126,025	1,498,084	734,862	—790	29,180	29,970	...	...	...	...	1,528,054
	87,686,857	2,556,707	4,341,609	1,784,902	1,193,234	68	43,585	43,517	...	...	...	...	1,828,419
	90,183,585	2,877,153	4,542,183	1,665,030	1,837,854	—4,063	68,199	72,262	...	...	...	...	1,737,292
	90,660,830	2,554,485	4,608,418	2,053,933	3,251,503	5,362	114,510	109,148	...	...	...	...	2,163,081
	91,353,883	3,241,189	4,617,923	1,376,734	5,666,128	—6,474	199,297	205,771	...	...	...	...	1,582,505
	92,441,794	3,454,848	4,643,901	1,189,053	8,620,308	44,982	320,095	275,113	...	...	...	...	1,464,166
	93,392,600	3,729,034	4,637,891	908,857	11,785,492	96,027	459,131	363,104	...	...	...	...	1,271,961
	94,188,059	4,433,151	4,658,681	225,530	14,651,353	88,621	587,525	498,904	...	...	...	...	724,434
	95,420,309	5,396,790	4,655,285	+741,505	18,636,321	127,774	737,479	609,705	...	...	...	...	+131,800
	96,444,666	4,023,589	4,705,191	681,602	21,964,209	231,629	899,874	668,245	...	...	...	...	1,349,847
	96,829,969	3,974,645	4,716,340	741,695	24,644,702	333,497	1,058,160	724,663	37,354,248*	949,154	34,397	+914,757	551,601
	66,348,478	2,555,299	3,261,951	706,652	28,047,033	661,377	1,204,660	543,283	418,435	2,647,479	1,390,542	+1,256,937	+7,002
	67,021,756	3,282,294	3,271,771	+10,523	29,703,708	870,150	1,160,445	290,295	455,262	3,063,547	1,673,688	+1,389,859	+1,110,087
	67,431,448	3,695,456	3,317,872	222,416	31,366,179	1,112,150	1,226,702	114,552	148,197	2,531,890	1,703,398	+828,492	+491,520
Budget	70,076,878	3,054,500	3,301,180	246,680	33,773,108	1,157,700	1,308,000	150,300	424,000	2,718,800	1,710,100	+1,008,700	+601,720
Revised	68,466,048	2,795,000	3,289,870	494,870	34,435,979	1,396,300	1,321,000	+75,300	238,000	2,984,700	1,706,100	+1,278,600	+859,030
Budget	6,656,320	3,168,000	3,240,260	72,260	‡39,967,059	1,684,200	1,527,300	+156,900	540,000	2,797,700	1,718,100	+1,079,600	+1,164,240
	...	...	67,189,872	92,536,151	25,346,279	...	6,639,431	10,969,611†	4,330,180	39,154,142	14,974,470	8,226,225	+6,748,245	22,928,214

Note.—The decrease in the transactions of the Guaranteed Railways in 1880-81 and in 1884-85 compared with the year immediately preceding is due to the removal of the East Indian and Eastern Bengal Railways from the category of Guaranteed Railways.

* This sum is thus arrived at—

	£
(a) Capital of East Indian Railway at time of purchase	26,200,000
(a) 25 per cent. premium thereon	6,550,000
Debenture and Debenture Stock	4,450,000
Outlay subsequent to purchase	154,248
Total	37,354,248

(a) Of these amounts, £17,623,386 will be redeemed by an annuity terminable in 1953, which annuity is entered in the column "Interest and Annuity."

† Interest on Capital outlay calculated at 4½ per cent. to end of 1880-81, afterwards at 4 per cent., except on £1,000,000 lent by His Highness the Maharaja Holkar for the construction of the Holkar State Railway, on which 4½ per cent. is paid by the State.

‡ Includes capital of Eastern Bengal Railway as under—

	£
Subscribed Capital	2,355,480
Debentures	1,023,700
Total	3,379,180
or Rs.	3,27,91,800

The figures in this statement agree with the Finance and Revenue Accounts. The whole of the Indian capital transactions of Guaranteed Railways down to the present time and those of the Revenue and Interest transactions of the Guaranteed Railways down to the year 1878-79, the net traffic receipts of the Guaranteed Railways, and the portion of the guaranteed interest paid in India, have been converted into sterling at the contract rates of exchange. All other transactions have been converted into sterling on the assumption that £1 = Rs. 10.

RATES AND FARES.

97. The reduction of the lowest class fares on the East Indian Railway from three to two and half pies which was strenuously opposed by the Company's officers in India came into force on the Jubbulpore branch and on the main line North-West of Allahabad on the 1st January 1882, and on the remaining portion of the undertaking on the 1st July 1882. The effect of this measure which was enforced by the Government of India, under the power reserved in the Company's contract, may now be fairly judged from actual results.

East Indian Railway third class fares.

The numbers travelling and the receipts from the lowest class of passengers, exclusive of season ticket holders, on this Railway are given below for the last eight half-years.

	Number.	Receipts.
First half of 1880	3,802,743	₹42,51,966
Second half of 1880	3,497,621	„ 43,40,205
First half of 1881	3,905,665	„ 45,86,759
Second half of 1881	3,672,028	„ 43,50,680
First half of 1882	*4,645,468	„ 55,76,367
Second half of 1882	4,407,108	„ 43,61,734
First half of 1883	5,649,737	„ 51,55,678
Second half of 1883	4,790,528	„ 46,30,831

On submitting the report and accounts for the 1st half of 1883 to the meeting of the shareholders, the Chairman's address contained the following remarks:—

"With regard to the diminution of our rates for third class passengers from 3 pies to 2½ pies, the principle of that reduction has been dealt with by me on a former occasion, and we now arrive at the result. The result is that whilst we have lost one-sixth of the fare charged, we have recovered very nearly equal to that in the number of passengers carried, so that we have practically earned the same amount as was asserted would be the case when it was suggested that this reduction should be carried out; in other words, the view which the Government took of the matter at that time has been borne out, and the community of India who use our railway are enjoying the benefit of it."

98. In the course of the year the Manager, Indus Valley Railway, was authorised to reduce the rate for coal upwards from Karachi to $\frac{1}{10}$ pie per maund per mile. The introduction of this low rate was suggested with the view to utilize the wagons which would otherwise return empty from Karachi, and on account of the East Indian Railway Company not being prepared to reduce their coal rates to the extent desired by Government. Under the existing contract with that Company, the Government cannot enforce the adoption of a rate for minerals and food-grains below $\frac{1}{8}$ pie per maund per mile. There has been much correspondence on this subject, and at present the question of these coal rates on the East Indian Railway is under the consideration of the Board of Directors.

Rates for coal for Northern India.

99. As an experimental measure, the rate for grain on the Punjab Northern Railway was reduced with effect from May 1883 to $\frac{1}{8}$ pie per maund per mile. Subsequently the Manager reported that this low rate had been advantageous and that traffic had sprung up at stations which would not otherwise have exported grain. It is as yet too early to say whether this experiment will prove a financial success. But it is of the first importance that it should be tried on this line.

Punjab Northern grain rates.

100. The fares for first, second and third class passengers on the South Indian were reduced from [illegible] pies, [illegible] factory results.

South Indian.

101. The following were the main changes made during the year with respect to the carriage of goods [illegible]

* Part of this increase, estimated at [illegible] 1882.

Rajputana-Malwa.

From the 1st January the following reduced rates, approximating to those current on the East Indian Railway, were introduced, with the concurrence of the Government of India, in substitution of the existing ordinary class rates and special classes A, B, C, and D, in local and through-booking :—

	Pie per maund per mile.
First class	·35
Second ,,	·525
Third ,,	·7
Fourth ,,	·84
Fifth ,,	1·0

	Pie per maund per mile.				
	1st 100 miles.	2nd 100 miles.	3rd 100 miles.	4th 100 miles.	Over 400 miles.
Special class A	·35	·25	·15	·15	·10
,, ,, B	·525	·525	·30	·20	·10

The new special class A was made applicable to the following staples of traffic when tendered for despatch in consignments of 270 maunds and over :—

Cement (masonry)
Coal
Firewood
Grains, edible
Iron, ore and slag
,, pig
Kunkur
Limestone
Marble, rough
Oil cake
Pulses
Salt
Saltpetre
Seeds, common
Slates, rough, in tiles or slabs, for building purposes
Stone, unwrought

and tobacco (native, raw) re-classified from the old special class D to the new special class B. Sugar and jaggree, hitherto under the old special class C, were re-classified as 1st class. All special rates were abolished, except those hitherto quoted for piece-goods (pressed, or in boxes) from Bombay to Delhi, Agra and Achnera, or *viâ* those junctions, and from Ahmedabad to Agra, or *viâ* Achnera; and for Cotton.

102. Consequent on competitive low rates being quoted by the Sind, Punjab and Delhi and Indus Valley State Railways for the booking from Karachi [illegible]ron and steel, a similar reduction of rates was deemed necessary over this [illegible] Bombay, Baroda and Central India Railways; with this object a special [illegible]te, on the following basis, was adopted on this Railway for certain [illegible] iron and steel traffic which were injuriously affected by the com- [illegible]mbay, Baroda and Central India Railway uniting in a corre- [illegible]in rate. Fibrous material destined for the manufacture of [illegible] were also classified under the new special class C. [illegible]tion occurred with effect from the 1st April in local

	Pie per maund per mile.				
	[illegible]	[illegible]	3rd 100 miles.	4th 100 miles.	Over 400 miles.
[illegible]	[illegible]	[illegible]	·52	·25	·15

103. Owing to reductions on the East Indian Railway in booking from Howrah, the following reductions in rates occurred on this Railway in concert with the Bombay, Baroda and Central India Railway for the carriage of kerosine oil flashing at and above 75° Fahrenheit, Abel's test, from Bombay *viâ* Sabarmati :—

From 1st March	at owner's risk	2nd class.
	at Railway's risk	3rd „
From 1st May	at owner's risk	1st „
	at Railway's risk	2nd „

With the introduction of the new special A class rate from 1st January, the rates per maund for edible grains and common seeds from Delhi and Agra, and *viâ* those junctions to Bombay (Carnac Bridge), stood as follows :—

	R.M.R.	B.B.&C.I.R.	Total.
From Delhi and *viâ* Delhi	0 9 0	0 4 6	0 13 6
„ Agra *viâ* Agra	0 8 8	0 4 6	0 13 2

104. Under the orders of the Government of India, a reduction of the through rates per maund from the 1st May was made in booking from Delhi to Bombay to Re-11-0 for wheat, and Re-11-6 for other grains and common seeds, irrespective of the quantity tendered for despatch. The rates from other Rajputana-Malwa Railway stations to Bombay being reduced proportionately, the Rajputana-Malwav Railway special class A rate being applied over both Railways as one line (the rates of Re-11-0 and Re-11-6 from Delhi being considered as maxima), and the proceeds divided according to mileage. From the 1st June the rates per maund for edible grain and common seeds, booked to Bombay *viâ* Khandwa from stations Neemuch to Rutlam (both stations included), were reduced to—

R. M. R.	G. I. P. R.	Total.
0 4 4	0 6 6	0 10 10

Ordinary tariff rates continuing to apply in booking to Bombay *viâ* Khandwa from Nauganwan and stations south of it.

105. The following table gives the ordinary passenger fares and goods rates in force on the several Railways on the 31st December 1883 :—

Table showing the Ordinary Passenger Fares and Goods Rates

Railways.	Passenger fares per mile. 1st Class.	2nd Class.	Intermediate or 3rd Class.	4th or Lowest Class.	Special class per ton per mile. Food-grain.	Coal.	1st Per ton per mile.
	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.
East Indian	18	9	4·5	2·5	(a) 9·07	(b) 9·07	9·07
Guaranteed.							
Madras	18	7	...	2	4·53 & 6·75	8	10
South Indian	12	4	...	2	...	...	(c) 8·98
Great Indian Peninsula*	1	6	3	2·50	5 to 8	6	9 to 10
Bombay, Baroda and Central India	12	6	Mail 3·00; Ordinary 2·50	...	(f) 4·08 to 7·89 (g)	(h) 4·62 to 5·44	10·88
Eastern Bengal	12	...	4·5	3	6·34 to 6·45	5·25	9·07
Sind, Punjab and Delhi	12	8	4	Mail. 2·5; Mixed 2·25	(i) 6·80	5·44	9·07
Oudh and Rohilkhand	...	9	...	2·50	4·53 and 5·44	5·44	6·80
Imperial State.							
Punjab Northern	12	8	3·50	Mail. 2·50; Local and on Salt line 2·00	(j) 6·80; (k) 4·50; (l) 3·40	4·54	9·07
Indus Valley and Kandahar	12	8	...	Mail. 2·50; Mixed 2·00	3·89 to 6·81	4·54 to 6·81	9·07
Rajputana-Malwa	18	9	3·00	2 to 2·66	(m) 9·52	(m) 9·52	9·52
Sindia	...	...	...	...	...	...	Same as on the
Wardha Coal	18	9	4	2	7·00	6·00	10·00
Dhond-Manmad	...	...	...	...	...	...	Same as on the
Provincial State.							
Calcutta and South-Eastern	18	9	3	2·41	(n) 6·80 and 4·54	6·80	9·07
Nalhati	18	6	...	3·00	(p) 7·89 and 8·98	(q) 11·43	11·97
Northern Bengal	18	9	4·5	2·50 and 2·00	(r) (s) 54·4 and 3·89 Up; (r) (s) 6·8 and 4·5 Down	(r) (s) 5·44 and 3·89	9·07
Kaunia-Dhurla	36	18	...	6·00	...	...	...
Tirhoot	18	9	...	2·50	6·80	6·80	8·98
Patna-Gya	...	...	...	...	...	...	Same as on the
Cawnpore-Achnera	(t) 15	(t) 8	(u) 3	2	7·60	7·60	8·90
Dildarnagar-Ghazipur	...	...	...	...	...	...	Same as on the
Nagpur and Chhatisgarh	18	8	4	2	8·00	6·00	10·00
Rangoon and Irrawaddy Valley	14·9	6·00	...	3·00	7·8	7·8	12·00
Native States.							
Bhopal	...	...	...	...	...	...	Same as on the
Bhavnagar-Gondal	12	6	...	2·50	7·00	8·00	10·88
[illegible] of Baroda's	...	(v) 7	...	(w) 3·00	4·08 to 7·89	4·62 to 5·44	10·88
[illegible]	...	...	...	...	...	...	Same as on the
[illegible]	18	6	...	2	8·00	6·00	10·00
[illegible]	12	6	...	3	6 and 7	8·00	10·00
[illegible]	18	5·68	...	1·89	...	...	21·60
[illegible]	[illegible]	6	4·5	3	...	...	...
[illegible]	[illegible]	...	...	15	65·30	51·70	81·60
[illegible]	[illegible]	...	...	4	...	...	...
[illegible]	[illegible]	[illegible]	[illegible]	6	...	...	...

For traffic to Howrah.
. pies 7·89
. pies 4·35
pies 3·54

printed here.)

under 100 miles.

in Pies on all Indian Railways on the 31st December 1883.

GOODS RATES.									
CLASS.	2ND CLASS.		3RD CLASS.		4TH CLASS.		5TH CLASS.		Names of Railways.
Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	Per ton per mile.	Per maund per mile.	
Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	
0·33	13·61	0·50	18·15	0·66	22·68	0·83	27·22	1·00	East Indian.
									Guaranteed.
0·37	13·61	0·50	18	0·66	24	0·88	36	1·33	Madras.
(*c*) 0·33	(*d*) 13·61	(d) 0·50	...	...	...	...	(*e*) 54·44	(*e*) 2·00	South Indian.
0·33to0·37	13·5 to 14	0·50 to ·51	20 to 23·8	0·74to0·88	25 to 34	0·92to1·25	34 to 48	1·25to1·77	Great Indian Peninsula.
0·40	16·33	0·66	21·77	0·80	27·22	1·00	32·66	1·20	Bombay, Baroda, and Central India
0·33	18·14	0·66	27·22	1·00	...	...	...	...	Eastern Bengal.
0·33	13·61	0·50	18·14	0·66	22·68	0·83	27·22	1·00	Sind, Punjab, and Delhi.
0·25	13·61	0·50	27·22	1·00	...	...	27·22	1·00	Oudh and Rohilkhand.
									Imperial State.
0·33	13·61	0·50	18·15	0·66	22·68	0·83	27·22	1·00	Punjab Northern.
0·33	13·61	0·50	18·14	0·66	22·68	0·83	27·22	1·00	Indus Valley and Kandahar.
0·35	14·29	0·52	19·05	0·70	23·14	0·85	27·22	1·00	Rajputana-Malwa.
East Indian Railway		...	...	...	...	...	...	...	Sindia.
0·37	14·00	0·52	24·00	0·88	34·00	1·25	48·00	1·77	Wardha Coal.
Great Indian Peninsula Railway		...	...	...	...	...	...	...	Dhond-Manmad.
									Provincial State.
0·33	18·14	0·66	27·22	1·00	...	...	...	...	Calcutta and South-Eastern.
0·44	17·96	0·66	23·95	0·88	35·93	1·32	71·86	2·64	Nalhati.
0·33	18·14	0·66	27·22	1·00	...	...	...	...	Northern Bengal.
...	...	2·00	54·44	...	...	...	...	...	Kaunia-Dhurla.
0·33	13·61	0·50	18·24	0·67	22·59	0·83	27·22	1·00	Tirhoot.
East Indian Railway		...	...	...	...	...	...	...	Patna-Gya.
0·33	13·60	0·50	18·20	0·67	22·60	0·83	27·20	1·00	Gawnpore-Achnera.
East Indian Railway		...	...	...	...	...	...	...	Dildarnagar-Ghazipur.
0·37	14·00	0·52	24·00	0·89	34·00	1·25	48·00	1·77	Nagpur and Chhattisgarh.
0·44	15·00	0·55	19·50	0·72	...	...	...	...	Rangoon and Irrawaddy Valley.
									Native States.
Great Indian Peninsula Railway		...	...	...	...	...	...	...	Bhopal.
0·40	16·33	0·60	21·77	0·80	27·22	1·00	29·96	1·12	Bhavnagar-Gondal.
0·40	16·33	0·60	21·77	0·80	27·22	1·00	32·66	1·12	Gaekwar of Baroda's
Great Indian Peninsula Railway		...	...	...	...	...	...	...	Khamgaon. Amraoti.
0·37	14·00	0·52	24·00	0·89	34·00	1·26	48·00	1·78	Nizam's.
0·37	13·61	0·50	18·00	0·67	24·00	0·89	36·00	1·22	Mysore.
0·79	25·92	0·95	30·24	1·11	34·57	1·27	38·89	1·43	Jodhpur.
0·33	...	0·66	...	1·00	...	...	...	...	
3·00	108·80	4·00	136·10	5·00	...	...	...	...	
...	...	...	...	...	...	...	...	...	
...	...	...	...	...	...	...	...	...	

(*l*) When the consignment is booked in wagon-loads of not less tha
(*m*) This rate is charged for the first 100 miles but when carried
6·80 pies per ton from 101 to 200 miles.
4·08 pies per ton from 201 to 400 miles.
2·72 pies per ton over 400 miles.
(*n*) For downwards only.
(*p*) In through booking only when the consignment
(*q*) In through booking only when less than 22
(*r*) For first 100 miles.
(*s*) For next 100 miles.
(*t*) The first and second class fares on
(*u*) The fare quoted for the intermed
(*v*) Called "upper" class.
(*w*) Called "lower" class.

* The higher goods rates are und

106. A Conference of Traffic Officers assembled in Calcutta on the 11th February 1884 for the purpose of simplifying the existing goods tariff.

Traffic Conference.

The following rules were issued for the guidance of the President and Members :—

1. The business of the Conference shall be to frame a classification of goods and to settle the conditions on which they shall be carried by Indian Railways with the object of simplifying the present system as far as possible, consistently with the interests of the public and of the several Railways.

2. The Committee shall consist of a President appointed by the Government of India, one Traffic Officer appointed by each Railway Company working a line or lines open for public goods traffic, one Traffic Officer of the State Railway Establishment, and one Officer of Indian experience in commerce and products, appointed by the Government of India.

A Secretary to the Committee will be nominated by the Government of India.

3. The President shall direct the proceedings and be entitled to vote, having an additional or casting vote in the case of an equal division. His decision as to whether questions put forward for discussion shall be considered or not shall be final.

4. The proceedings of the Committee shall be subject to the confirmation of the Government of India and Boards of Directors. But the Committee shall suggest a date on and from which their proposals are recommended for introduction.

5. The Committee shall, with the approval of the President, be at liberty to appoint from among its members a Sub-Committee for the investigation of any particular question, but the proceedings of such Sub-Committee shall have no force until confirmed by a full Committee or quorum.

6. Two-thirds of the members of the Committee, including the President, shall form a quorum.

The Conference held 18 meetings and passed the following rules subject to confirmation. These rules are now under consideration :—

RULES PASSED AT THE TRAFFIC CONFERENCE OF 1884.

General.

1. A general classification shall be adopted by all Railways without exception to include all articles now or hereafter carried on any Railway and recognised by a distinctive name. Advices of *additions* to be made to the list of commodities, with proposed classification, shall be sent to each Railway on or before the 20th of each month, to have effect one month after the 1st of the month following the date of advice.

2. *Rates* shall be uniformly quoted in all rate lists at per maund of 40 seers equal to 82⅔ lbs. The quotations to be in rupees, annas, and pies.

3. Each Railway may or may not levy a "terminal" on its own *local* traffic; but in the case of *through traffic* between two or more Railways, a fixed charge of 6 pies a maund shall be made on *through traffic not carried at special rates without terminals*, the said 6 pies to be divided equally between the two Railways owning the terminal stations.

4. Goods receipt notes given to consignors shall include the following information :—

1.—The consecutive number of the receipt note.
2.—The date on which the goods are received and receipt note issued.
3.—The sender's name.
4.—The name of the despatching station.
5.—The consignee's name.
6.—The name of the station of destination.
7.—The number of articles.
8.—[illegible]scription of the articles.
9.—[illegible]eight of the articles.
10.—[illegible]on the articles.
11.—[illegible] is "paid" or "to pay."
12.—[illegible]age.
13.—[illegible] the Station Master or Clerk who issues the receipt note.

[illegible] bullion, gold and silver coin, jewellery, trinkets, [illegible]ways at the following rates when booked over two

	Pies per maund per mile.
[illegible]	2½
[illegible]	2
[illegible]	1½
[illegible]	1 pie.

provided always that the charge for any quantity shall not be less than that for a smaller quantity according to the above scale.

Copper coin by passenger train in quantities of 5 maunds and under shall be carried at the rate of 2 pies per maund per mile : in quantities over 5 maunds, at 1 pie per maund per mile, subject to a minimum charge as for 10 maunds. Arrangements as to treasure guards to remain as at present.

6. These rules, after they have been confirmed by Government and the Railway Boards in accordance with paragraph 4 of the conditions for the guidance of the Conference, and have been made operative, shall continue in operation until rescinded or amended on the recommendation of a future Conference.

Through Traffic—

7. *Insurance charges* by Railway on the through distance shall be fixed as follows :—

For excepted articles on declared value—

	Miles.	Per cent.
For a through distance not exceeding	250	$\frac{1}{8}$
Ditto ditto	500	$\frac{1}{4}$
Ditto ditto	750	$\frac{3}{8}$
Ditto ditto	1,000	$\frac{1}{2}$
Ditto exceeding	1,000	1

with double the above rates for horses on declared value over ₹500, and for dogs and other animals when insured, subject to a minimum of one rupee in all cases. The charge to be divided between Railways in mileage proportion.

8. *Division of through charges* shall, as a rule, be made on mileage if based on equal mileage rates, but Railways shall be at liberty to divide either by special agreement or on the basis of a percentage, or in any other way most conducive to their mutual interests.

9. Commodities entered in the General Classification List (Rule.1) shall be *for purpose of through booking*, sub-divided into two sections I and II.

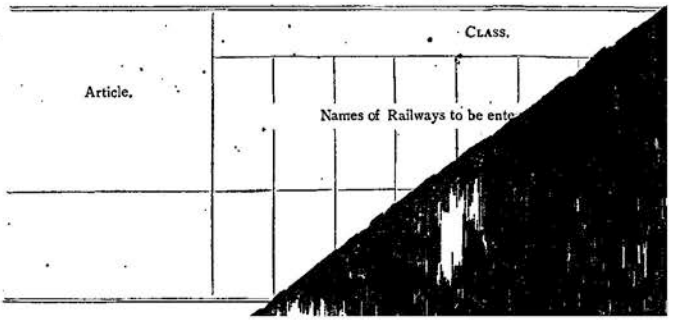
Section I to include all articles, the carriage of which is of real importance to any Railway as a source of revenue. In respect of articles named in this section, the Manager of each Railway shall retain his entire discretion in fixing or adopting rates for their carriage over his line or any portion of it included in the through journey.

Section II to include all other articles in the General Classification, and in respect of these the scale of common mileage rates hereafter laid down (Rule 14) shall be adopted in through booking. The scale to continue in force until altered by a future Conference, or until after expiration of notice of transfer to Section I which may be given by any Railway under the Provisions of Rule 10 below.

10. Each Railway shall be at liberty to transfer any item of through traffic which is of importance to it from Section II to Section I on giving three months' notice of such transfer before the 1st January, 1st April, 1st July, or 1st October, to have effect from the beginning of the following quarter. Transfers from Section I to Section II shall be made only by general agreement.

11. Articles classified under Sections I and II shall be separately printed in the General Classification List. In quoting classes and rates in the Classification List, the present details shall be adhered to in respect to articles in Section I. For articles in Section II, the common class for each shall alone be specified, the mileage rate for each class being prominently noted in the classification as per subjoined specimen forms :—

Section I.



Section II.

1st Class	$\frac{1}{4}$	pie per maund per mile.
2nd ,,	$\frac{1}{3}$	,, ,, ,,
3rd ,,	$\frac{1}{2}$	,, ,, ,,
4th ,,	$\frac{3}{4}$	,, ,, ,,
5th ,,	1	,, ,, ,,

Article.	Class.	Article.	Class.	Article.	Class.		

12. In respect to *through goods*—Section I, Rule 9—each Railway shall publish tables of *station to station rates* for selected items ordinarily carried between its own principal stations and principal stations on foreign lines. *Terminals*, when charged, shall be included in the *through rates* quoted.

13. In respect to *classified through goods*—Section II, Rule 9—each Railway shall publish distance tables showing mileage from its own principal stations to principal stations on foreign lines.

14. The rates for *classified through goods*, Section II of the tariff, shall be—

1st Class	$\frac{1}{4}$	pie per maund per mile.
2nd ,,	$\frac{1}{3}$	,, ,, ,,
3rd ,,	$\frac{1}{2}$	,, ,, ,,
4th ,,	$\frac{3}{4}$	,, ,, ,,
5th ,,	1	,, ,, ,,

15. In calculating the through charge per maund, fractions of a pie under one-half shall be omitted, all others being reckoned as one pie.

One rate only, which may be either the station to station rate or the through rate per maund, shall be quoted on all invoices for each article consigned, the apportionment of through charges between Railways being adjusted in the respective Audit Offices.

17. The rates quoted for freight shall include all such services as marking, weighing, making out receipts, and for loading and unloading, except where otherwise specified by public notice.

18. The following rates for hides shall be adopted in through booking:—

In consignments of not less than 200 maunds—

Dry	At special class rate.
Wet—Owners' risk	,, ,,
,,—Railway risk	1st class.

In consignments of less than 200 maunds—

Dry	2nd class.
Wet—Owners' risk	1st ,,
,,—Railway risk	2nd ,,

and for horns—

200 maunds and over	Special class.
Less than 200 maunds	1st ,,

The rates for goat and sheep skins shall be as follows in through booking:—

...nments of not less than 200 maunds—

...r dry ... Special.

...ts of less than 200 maunds—

... 1st class.

... 2nd ,,

...iced horses, ponies, mules, donkeys, horned cattle, pigs, or ...ats, wild animals, camels, or elephants, shall be as follows:—

	Railway risk per truck.	Owner's risk per truck.
...	4 annas	3 annas
...	6 ,,	5 ,,
...	4 annas	3 annas
...	5 ,,	4 ,,

... goods or mixed trains. One at- ... free. The Railway shall not be ...arried in cattle trucks.

Through Traffic—Coaching.

21. Passengers' luggage in excess of free allowance shall be carried over all Railways by passenger train at uniform rate of 2 pies per maund per mile with a minimum charge of 2 annas, and these free allowance shall be—

For a first	. . . .	class passenger	2 maunds
„ second	. . . .	„	1 maund
„ intermediate	. . .	„	20 seers
„ third	. . . .	„	15 „

and half the quantities for each child's half ticket.

22. Baggage of troops in excess of free allowaance, whether carried by ordinary or troop extra train, and whether paid for by Government or by the troops themselves, shall be charged for over all railways at the rate of 1 pie per maund per mile.

23. In order to facilitate the weighment and registration of passengers' baggage, the system of allowing passengers or their servants to purchase tickets and book baggage at any time during the day at principal stations shall be generally adopted and notified to the public.

24. At junctions and regular ferries, where luggage belonging to passengers holding through tickets has to be transhipped from one train to another, or from train to steamer, or from steamer to train, the railways concerned shall provide the means for transhipping luggage free of charge.

25. At the large stations on all railways no charge shall be made for conveying passengers' luggage between the station entrance and the train, the railways performing the service by means of their own employés.

26. The through booking of third class passengers shall be unrestricted all over India; printed tickets being supplied to the station at the discretion of the railways interested.

27. Prepayment of parcels, not containing perishable or dangerous articles, shall be optional, but, of such as contain perishable or dangerous articles shall be compulsory.

28. The charges in through booking for parcels shall be as follows:—

Subject to a maximum charge of 1 rupee for a parcel not exceeding 5 seers irrespective of distance.

	First 100 miles.	Every additional 100 miles.
	As.	As.
Not exceeding 5 srs. or 1 c. ft.	3	1
„ „ 10 „ 2 „	6	3
„ „ 20 „ 4 „	10	5
„ „ 30 „ 6 „	13	6½
„ „ 40 „ 8 „	16	8
For every additional 10 seers or 2 cubic feet or portion of 10 seers or 2 cubic feet	4	2

Parcels exceeding 40 seers in weight or 8 cubic feet in measurement may be booked if accommodation will allow.

Fish, fruit, vegetables, bazar baskets, meat and ice at half parcel rates, subject to a minimum of 2 annas. The ordinary rule as to fractions of an anna to apply to these rates. The charge to be reckoned on the through distance as if it were one railway with one minimum only, and to be divided in mileage proportion.

Local Traffic.

29. Managers of railways shall exercise their discretion in dealing with *rates* for *local traffic* and as regards the information to be published in respect of such rates; each being presumably the best judge of what is required for the local trade of his own line.

As the Indus Valley State Railway intervenes between the Punjab and Sind of the Sind, Punjab and Delhi Railway, traffic booked between the stations on Punjab and Delhi Railway, and also between such stations and stations of the and Kandahar Railways, shall be considered *local traffic*, division of traffic being left to the two Managers.

TRAFFIC AND WORKING.

107. The table at pages 66 to 69 of this report contain detailed information connected with the passenger and goods traffic on all open lines for the year 1883, and on pages 64 and 65 will be found a summary giving the general results of working the principal railways. The main results are summarised below for all railways, and compared with the similar figures for 1882 and 1881 :—

	1883.	1882.	1881.
Mean mileage open for traffic	10,408·90	9,985·30	9,637·60
Number of passengers carried	65,098,953	*58,875,918	54,763,683
Number of tons of goods moved	16,999,264	†14,833,243	13,214,074
Number of tons of general merchandise	10,983,265	†9,275,065	8,503,861
Number of passenger miles	3,018,897,913	*2,898,239,587	2,620,363,895
Ton mileage of goods	2,970,703,599	*2,465,049,623	2,309,177,012
Number of train-miles	40,182,527	‡36,751,857	34,793,517
Gross receipts ₹	‖16,27,97,525	§15,23,12,619	14,32,30,801
Working expenses „	‖ 7,87,81,945	§7,58,05,494	7,07,12,465
Net receipts „	‖ 8,40,15,580	§7,65,07,125	7,25,18,336

In round numbers, the average length open during the year 1883 was 10,409 miles, upon which the traffic work performed was equivalent to 3,019 millions of passengers, and 2,971 millions of tons of goods carried one mile.

Passenger Traffic.

108. The total number of passengers carried shows an increase of 10·57 per cent. over the number carried in 1882. The passenger mileage has increased 4·16 per cent., and the receipts from passenger traffic 0·18 per cent. The number of passengers per open mile was 6,254 in 1883, as compared with 5,992 in 1882 and 5,682 in 1881. Of the total number carried in 1883, the lower class passengers constituted 97·45 per cent., the second class 2·08, and the first class passengers only 0·47 per cent.

109. The distances travelled by each class of passenger were, on an average, first class 84 miles, second class 69 miles, and lower classes 46 miles; and for these journeys the first class passenger paid Rs. 5-13-5, the second class passenger Rs. 1-14-1, and the third class passenger Re 0-9-3.

110. The average receipts per coaching train-mile were Rs. 3·15, the highest among the principal railways, being Rs. 4·53 on the Eastern Bengal Railway, the lowest Rs. 2·29 on the Nizam's Railway, and on the Rajputana-Malwa Railway.

111. The largest average number of passengers carried in a passenger train was 270·68 on the Oudh and Rohilkhand Railway, the smallest 123 on the Wardha Coal line.

112. The lowest average cost of hauling one passenger unit one mile ·o·84 pie on the East Indian, on which line the average sum received for rk was 2·72 pies.

Details of the passenger traffic are given in the table at pages 66

otal tonnage of goods lifted during the year shows an increase of 14·60 per cent. as compared with that in 1882; but the total ton mileage shows an nt. over that of the previous year, while the receipts er in 1883 than in 1882 by 11·11 per cent. The per mile open was 1,633 in 1883, as compared 881.

oods train-mile were Rs. 4·42, the highest l Railway, and, among the principal t Railway.

Darjeeling Railways.
Dhurle, Bhopal, and Darjeeling Railways.
lines.

116. The lowest average cost of hauling one ton of goods one mile was 2·27 pies on the East Indian Railway, and the average sum received on that line for doing this work was 6·04 pies.

117. Details of the goods traffic are given in the table at pages 68 and 69.

Gross receipts.

118. Including the steam-boat service, the gross receipts during the year amounted to ₹16,38,93,812, of which ₹5,03,32,497 were obtained on the East Indian Railway (including the State Branches worked by it), ₹7,96,16,415 on the Guaranteed lines, ₹3,10,12,464 on State Railways, ₹23,34,679 on lines in Native States, and ₹5,97,757 on the Darjeeling-Himalayan Railway and other assisted companies' lines.

119. Of the total earnings, ₹4,60,69,054 were due to passengers, ₹11,28,88,606 to goods, ₹49,36,152 to steam-boat service and miscellaneous sources.

120. Compared with the previous year's returns, the traffic receipts (coaching and goods) show an increase of 7·38 per cent. The total receipts* per mile open were ₹15,640 in 1883, ₹15,275 in 1882 and ₹14,862 in 1881.

121. The Receipts* per train-mile in 1883, were ₹4·05 as compared with ₹4·14 in 1882, and ₹4·12 in 1881.

Working expenses.

122. Excluding steam-boat expenditure, the total working expenses during 1883 amounted to ₹7,87,81,945, the percentage on gross receipts being 48·39 as compared with a similar percentage of 49·77 in 1882, and of 49·37 in 1881.

The lowest percentages in 1883, were 36·96 on the East Indian Railway, and 43·10 on the Bombay, Baroda and Central India, and 48·19 on the Nagpur and Chhattisgarh Railway.

123. The expenses per train-mile for all lines average ₹1·96 and were, excluding the Calcutta and South-Eastern and Jodhpur lines, lowest on the Rajputana-Malwa Railway ₹1·51 and on the South-Indian Railway ₹1·60. On the East Indian the expenses per train-mile were ₹1·75 and on the other lines they varied within a maximum of ₹3·31 on the Eastern Bengal Railway.

124. The details of expenditure on maintenance and working will be found in the tables at pages 72 and 73.

Principal commodities.

125. The tables at pages 74 to 87 contain particulars of the unit mileages, train and engine mileages and the tonnage and receipts of the principal commodities carried on the various railways, as compared with the similar figures for 1882.

Grain and seeds.

126. The aggregate traffic of all Railways in grain, pulses, and seeds has been during the last two years—

	Quantity. Tons.	Receipts. ₹
1882	3,989,969	3,29,57,056
1883	5,214,070	4,21,14,314

Wheat traffic.

127. The wheat traffic was exceedingly brisk during the first half of 1883, the quantities carried by the principal railways for local consumption and in connection with the ports of shipment were for two corresponding half-years—

	Tons.	
	1st half 1882.	1st half 1883.
East Indian	126,053	255,357
Great Indian Peninsula	242,572	274,395
Bombay, Baroda and Central India	†	51,347
Sind, Punjab and Delhi (Sind Section)	53,514	172,765

* Excluding steam-boat service.
† The tonnage from wheat was included under the head of grain in 1882.

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The export from the three chief ports during the same period were:—

	Tons. First half—		
	1883.	1882.	
Calcutta	178,124	98,589	Increase 80 per cent.
Bombay	281,748	291,239	Decrease 3·3 per cent.
Karachi	90,463	40,694	Increase 122 per cent.

These figures will not agree with the quantities actually carried by rail during the same periods owing to storage and the shipments of wheat brought down at the end of June being made in a subsequent month.

128. The statements given below which are taken from the accounts relating to the trade and navigation of British India for the month of March 1884, are interesting as showing the quantity and value of Indian wheat exported to the several countries, and the share of each Indian Province in the total quantity of wheat exported.

Principal Countries to which Wheat was exported.	During the twelve months from 1st April to 31st March.							
	Quantity.				Value.			
	1880-81.	1881-82.	1882-83.	1883-84.	1880-81.	1881-82.	1882-83.	1883-84.
	Cwt.	Cwt.	Cwt.	Cwt.	₹	₹	₹	₹
To the United Kingdom.	4,802,233	9,379,236	6,575,160	10,508,759	2,04,57,723	3,96,56,431	2,74,31,833	4,33,58,813
,, Belgium .	226,156	2,625,227	1,458,898	2,563,861	10,98,708	1,17,64,323	66,09,285	1,09,18,976
,, France .	1,346,750	5,308,073	3,567,712	3,402,596	64,15,603	2,38,88,858	1,58,82,288	1,50,10,788
,, Holland .	365,354	712,390	578,246	192,750	14,02,242	26,84,211	24,25,664	8,13,961
,, Italy .	136,526	359,318	176,063	445,522	6,88,315	16,77,135	7,27,800	17,88,076
,, Egypt .	*Nil.*	919,036	799,550	3,335,999	*Nil.*	38,57,878	35,76,624	1,47,11,900
,, Other Countries	567,356	560,240	988,778	512,529	27,16,825	25,11,979	40,35,847	21,95,803
Total .	7,444,375	19,863,520	14,144,407	20,961,416	3,27,79,416	8,60,40,815	6,06,89,341	8,87,98,317

Share of each Province and Port in the total quantity of wheat exported.	During the twelve months from 1st April to 31st March.							
	Quantity.				Value.			
	1880-81.	1881-82.	1882-83.	1883-84.	1880-81.	1881-82.	1882-83.	1883-84.
	Cwt.	Cwt.	Cwt.	Cwt.	₹	₹	₹	₹
Bengal (Calcutta) .	3,957,871	6,668,047	4,439,405	7,611,535	1,51,38,212	2,52,07,566	1,79,35,557	3,04,27,657
Bombay . .	3,315,070	11,328,585	6,957,752	8,970,603	1,67,63,478	5,13,03,583	2,98,95,916	3,88,15,002
Sind (Karachi) .	169,465	1,852,334	2,732,275	4,377,753	8,67,569	94,82,433	1,28,12,379	1,95,49,177
Madras . .	1,969	10,996	6,599	1,525	10,157	36,178	22,232	6,481
British Burma .	*Nil.*	3,558	8,376	*Nil.*	*Nil.*	11,055	23,257	*Nil.*
Total .	7,444,375	19,863,520	14,144,407	20,961,416	3,27,79,416	8,60,40,815	6,06,89,341	8,87,98,317

It will be seen that the export during the year 1883-84 is 48 per cent. in excess of that for 1882-83, and larger than that in any previous year.

The exports from Calcutta have increased in quantity by 7½ per cent. those from Bombay by 29 per cent. and those from Karachi show an increase of 60 per cent. in 1883-84 as compared with 1882-83.

Rice.

129. The foreign export of rice shows a decrease in 1883-84. That during the twelve months from the 1st April to the 31st March compares as follows for the last three years:—

	Quantity in Cwt.			
	1880-81.	1881-82.	1882-83.	1883-84.
From Bengal	6,731,454	7,684,878	7,855,151	7,422,296
„ Bombay	927,019	615,639	552,537	521,201
„ Sind	31,848	48,764	71,473	79,742
„ Madras	2,755,443	1,776,684	1,448,540	1,994,788
„ British Burma	16,820,276	18,762,456	21,330,587	17,022,303
Total	27,266,040	28,888,421	31,258,288	27,040,330

Of the total amount exported in 1883-84, in round numbers, 8,660,000 cwt. were sent to the United Kingdom, and 10,300,000 cwt. to Malta, Mauritius, the West Indies, Ceylon and the Straits Settlement.

General results of working of the principal Indian Railways

Progressive No.	Headings.	5 FEET 6 INCH GAUGE.									
		East Indian (b).	Madras.	Great Indian Peninsula (c).	Bombay, Baroda and Central India (d).	Eastern Bengal (e).	Sind, Punjab and Delhi.	Oudh and Rohilkhand.	Punjab Northern.	Indus Valley and Kandahar.	Wardha Coal (g).
1	Miles open on 31st December 1883 . . . Miles	1,653·07	860·86	1,448·00	400·90	229·48	692·90	546·85	420·50	632·48	45·00
1a	Mean mileage worked during the year . . . „	1,653·16	860·86	1,444·00	450·90	205·08	730·20	546·85	420·50	(f) 659·59	45·00
2	Total Capital Outlay . . R	36,17,81,299	12,59,92,073	26,07,58,700	8,97,09,781	3,86,76,420	12,14,58,263	7,07,69,446	7,24,47,249	8,59,13,957	54,29,027
3	„ per mile open (a). „	2,18,851	1,29,780	1,96,773	2,88,322	2,09,299	2,84,131	1,07,720	1,69,480	1,83,566	1,17,658
4	Coaching receipts . . „	1,30,87,817	27,33,434	70,90,634	34,81,024	17,71,361	34,26,477	19,99,560	13,27,120	10,27,172	58,560
5	Goods receipts . . „	3,02,05,330	37,25,758	2,76,13,379	82,35,279	30,81,894	75,63,087	29,63,383	15,37,995	27,25,107	1,82,407
6	Gross earnings . . „	5,03,32,497	66,31,209	3,57,14,365	1,19,22,209	53,84,420	1,12,37,590	54,86,254	31,38,972	72,42,176	2,91,586
7	Working expenses . . „	1,86,02,954	41,05,360	1,74,54,722	51,36,303	26,99,809	63,29,997	29,75,892	15,46,954	40,22,542	1,76,196
8	Ditto per cent. of gross receipts . . .	36·96	61·90	49·21	43·10	50·15	56·33	54·54	81·21	55·55	59·80
9	Net earnings . . . R	3,17,29,543	25,26,549	2,76,59,643	67,85,906	26,84,611	49,07,592	24,80,362	5,92,018	32,18,635	1,15,430
10	Ditto per cent. on capital outlay . . .	8·77	2·22	6·27	7·55	7·52	4·04	3·50	0·82	3·84	2·19
11	Ditto per cent. on paid-up capital . . .	...	2·17	6·83	7·76	7·59	4·06	3·51	...	...	2·23
12	Passenger train-miles . No.	3,518,495	851,039	2,695,321	851,581	391,113	1,061,863	511,196	488,645	355,038	26,244
13	Goods train-miles . . „	7,087,626	1,029,120	3,523,620	1,430,667	423,206	1,841,044	872,010	474,101	1,584,493	51,711
14	Total train-miles . . „	10,606,121	1,880,749	6,218,941	2,282,248	814,319	2,902,907	1,383,206	962,746	1,939,531	78,055
15	Coaching receipts per passenger train-mile . . R	3·72	3·21	2·63	4·09	4·53	3·24	3·91	2·74	3·03	1·80
16	Goods receipts per goods train-mile . . . „	5·12	3·62	5·00	5·23	7·28	4·11	3·40	3·24	3·61	3·00
17	Gross earnings per train-mile . . . . „	4·74	3·53	4·27	5·99	6·61	3·87	3·94	3·26	3·73	4·00
18	Working expenses per train-mile . . . „	1·75	2·18	2·12	2·58	3·31	2·18	2·15	2·05	2·07	2·23
19	Net earnings per train-mile . . . . „	2·99	1·34	2·15	3·41	3·30	1·69	1·79	0·61	1·66	1·50
20	Average number of passengers in a passenger train .	235·22	241·66	241·91	259·06	253·00	218·53	270·68	190·13	227·07	123·00
21	Average number of tons in a goods train	162·85	79·55	107·62	159·72	232·00	211·33	114·00	66·88	130·56	98·14
	Average number of vehicles (excluding brake-vans)—										
22	In each passenger train . .	17·02	11·12	12·00	15·70	11·75	16·44	10·78	...	21·32	...
23	In each goods train . . .	29·20	21·39	24·00	37·71	34·73	25·18	26·35	21·00	30·25	5·22
24	In each mixed train . { Passenger carriages .	13·61	6·44	10·00	9·56	13·13	10·61	19·84	10·00	7·37	18·02
	{ Goods vehicles .	4·58	14·14	7·00	25·42	8·07	11·19		7·00	15·87	18·54
25	Number of passengers carried one mile	817,616,513	205,801,337	382,487,691	220,358,939	99,075,852	232,052,151	138,370,804	92,906,620	77,060,740	3,321,304
26	Number of tons of goods carried one mile	1,154,231,893	84,868,520	504,451,819	182,031,713	58,309,440	204,062,656	99,409,024	31,707,237	206,548,471	5,172,812
	Average cost of hauling for one mile—										
27	One passenger unit . Pies	0·84	1·12	1·93	1·06	1·28	1·20	1·12	2·02	2·28	2·14
28	One ton of goods . „	1·27	6·22	4·39	3·84	4·98	4·24	3·61	7·36	2·90	4·85
	Average sum received for carrying for one mile—										
29	One passenger unit . Pies	2·72	2·20	2·96	2·72	3·13	2·36	1·60	2·40	2·29	2·12
30	One ton of goods . „	6·04	8·74	8·92	8·69	10·68	7·08	5·72	9·31	5·32	6·73

(a) Excluding Steamer service and suspense accounts.

(b) Includes Branch State lines.

(c) Includes Dhond and Manmad and Berar State Railways, except in Nos. 2, 3, 10 and 11.

(d) Includes the Patri branch, except in No. 11.

(e) Includes the Bengal Central Railway, and the Parodaha Section, Northern Bengal State Railway, except in Nos. 2, 3, 10 and 11. Items 4 to 6 include only the earnings of the Eastern Bengal Railway and its share of the earnings of the Branch lines worked by it.

during the year ending 31st December 1883.

		METRE GAUGE.								
Calcutta and South-Eastern.	Nizam's.	South Indian.	Rajpootana-Malwa (h).	Northern Bengal.	Tirhoot.	Cawnpore-Achnera.	Nagpur and Chhattisgarh.	Rangoon and Irrawaddy Valley.	Bhavnagar-Gondal.	Mysore.
56·00	117·10	654·00	1205·09	239·00	192·89	138·25	149·00	161·00	193·21	87·05
51·66	110·44	654·00	1183·02	234·90	161·95	138·25	149·00	161·00	193·21	86 40
93,08,838	1,22,83,560	4,52,07,614	10,03,21,535	(f)32,18,50,645	1,27,49,419	66,56,519	56,42,500	1,31,87,005	50,10,632	4,508,796
1,61,507	1,01,285	66,165	78,285	80,855	57,900	38,705	61,601	81,012	45,454	48,554
2,00,510	3,77,127	10,68,188	38,79,803	6,15,744	3,71,020	3,28,196	1,09,546	8,62,552	4,11,182	2,07,186
72,632	4,61,577	17,47,399	80,29,824	13,20,180	4,17,437	1,34,369	11,17,126	6,75,997	4,35,285	90,109
2,68,279	8,53,521	38,69,668	1,19,83,179	22,94,191	8,92,441	5,75,087	13,10,021	15,62,886	6,91,179	3,02,895
1,61,383	6,15,589	25,17,235	68,56,437	12,28,821	6,31,736	3,68,321	6,56,161	10,10,530	5,67,56	2,02,220
54·97	72·12	65·83	52·79	49·20	70·90	63·98	48·19	64·66	63·47	69·09
1,32,096	2,27,932	13,21,333	61,31,742	11,65,371	2,59,705	2,07,466	6,83,560	8,52,966	3,26,613	99,675
1·43	1·91	2·91	6·22	5·41	2·04	3·12	7·03	4·19	3·61	2·31
...	...	2·98	...	...	...	...	7·33	...	3·72	...
83,717	161,514	326,919	1,609,610	240,626	137,283	131,084	71,596	330,560	121,923	42,560
36,269	137,326	854,216	2,849,233	452,605	243,497	84,845	276,905	239,060	126,097	40,562
220,006	301,840	1,391,165	4,530,833	693,231	384,785	215,929	348,101	569,960	259,020	83,122
2·40	2·29	2·85	2·29	2·57	2·71	2·90	3·00	2·62	3·32	4·36
2·00	3·36	2·02	2·15	2·02	1·69	2·76	4·00	2·82	3·43	2·22
2·46	2·83	2·43	2·86	3·31	2·32	2·66	3·79	2·74	3·44	3·44
1·35	2·04	1·60	1·51	1·63	1·64	1·70	1·83	1·77	2·18	2·31
1·11	0·79	0·83	1·35	1·08	0·68	0·96	1·96	0·97	1·26	1·13
166·13	146·00	254·79	181·00	151·19	168·00	122·83	214·00	158·08	229·39	253·00
43·42	64·83	49·23	37·77	53·19	38·63	54·33	73·69	55·85	46·74	36·30
22·93	12·52	12·52	14·61	13·46	12·96	...	0·06	84·49	16·15	15·35
15·60	24·58	14·29	24·88	29·39	20·52	15·55	20·17	6·33	25·15	7·71
12·62	8·46	20·25	12·79	7·13	8·83	12·66	28·06	20·93	13·75	40·64
7·10	7·84	10·77	10·02	15·83	6·73	9·04	5·02	10·09	4·76	5·38
13,907,536	24,099,153	185,212,216	306,109,035	36,380,273	23,102,538	20,078,225	15,188,505	52,243,044	30,240,247	12,030,515
2,525,583	8,901,878	42,544,627	220,879,469	24,913,589	9,566,760	4,609,867	20,374,552	13,351,225	5,800,162	1,680,310
1·35	1·89	1·02	1·05	1·24	1·32	1·42	1·69	1·7	1·84	1·68
6·38	6·66	6·32	4·32	5·25	6·61	3·80	6·02	6·90	9·09	11·76
3·68	2·57	3·95	2·16	2·82	2·70	2·86	3·22	3·07	2·59	3·06
8·85	9·95	7·89	7·77	10·52	8·38	9·71	10·79	9·65	14·28	11·68

(f) Includes 7·07 miles of the S. P. and D. worked over by the State.
(g) Excludes the Colliery.
(h) Includes the Rewari-Ferozepore Railway.
(f) Includes Poradaha Section.

Statement showing the Passenger Traffic on the several

Railway.	PASSENGER					
	First class.		Second class.		Third or Intermediate.	
	Number.	Receipts.	Number.	Receipts.	Number.	Receipts.
		£		£		£
East Indian (a)	50,321	5,30,265	162,643	6,64,378	435,245	4,36,497
Guaranteed.						
Madras	15,111	1,70,850	53,966	1,63,690	...	...
South Indian	10,596	42,718	62,992	54,005	...	...
Great Indian Peninsula (b)	42,080	3,91,060	191,644	7,35,148	807,920	9,15,894
Bombay, Baroda and Central India (c)	70,314	1,03,955	531,293	2,26,923	(d) 621,898	(d)7,89,220
Eastern Bengal (f)	38,831	66,553	78,996	59,018	396,663	2,28,548
Sind, Punjab and Delhi	22,611	1,30,643	57,291	1,58,611	12,737	25,318
Oudh and Rohilkhand	...	...	(g)23,373	(g)89,051	...	...
Imperial State.						
Punjab Northern	6,629	40,994	21,592	50,842	12,384	16,794
Indus Valley and Kandahar	3,154	24,175	8,683	30,479	...	...
Rajputana-Malwa (i)	15,117	1,28,249	44,012	1,18,165	78,949	87,319
Sindia	...	...	...	...	Included with	the East
Wardha Coal	402	911	712	836	1,910	1,181
Provincial State.						
Calcutta and South-Eastern	1,097	2,295	9,254	6,596	912,018	1,66,089
Nalhatty	808	2,129	3,779	3,273	...	...
Northern Bengal	4,740	48,738	7,906	37,010	17,401	37,158
Kaunia-Dhurla	813	2,576	1,509	2,219	...	...
Tirhoot	4,796	18,868	6,631	13,667	...	...
Patna-Gya	...	...	...	...	Included with	the East
Cawnpore-Achnera	1,573	4,421	4,788	6,758	1,471	529
Dildarnagar-Ghazipur	...	...	...	...	Included with	the East
Nagpur and Chhattisgarh	2,750	4,316	13,539	6,016	14,662	4,722
Rangoon and Irrawaddy Valley	5,137	14,316	23,019	22,065	...	...
Native States.						
Bhopal	385	294	1,548	515	7,791	1,490
Bhavnagar-Gondal	2,112	6,923	11,099	14,447	...	...
Gaekwar of Baroda's	...	...	(g)3,526	(g)2,490	...	...
Nizam's	3,615	25,665	17,006	36,470	...	...
Mysore	2,319	7,077	9,773	9,295	...	...
Jodhpore	128	230	472	271	...	...
Assisted Companies.						
Bengal Central	(f)	984	(f)	3,242	(f)	6,559
Darjeeling-Himalayan	2,138	30,834	4 408	31,043	...	...
Assam	745	1,710	590	548	...	...
Deogarh	225	120	...	...	...	...
Total of all Railways	308,547	18,01,869	1,356,044	25,47,071	3,321,049	27,17,318

(a) Includes the Branch State lines worked by the undertaking.
(b) Includes Dhond-Manmad and Berar State lines.
(c) Includes Patri Branch.
(d) Lowest class by mail trains.
(e) Lowest class by ordinary trains.

Railways during the year ending 31st December 1883.

TRAFFIC.

Fourth or Lowest.		Other coaching traffic.	Total.		Railway.
Number.	Receipts.		Number.	Receipts.	
	R	R		R	
11,311,372	1,00,79,135	13,77,542	11,959,581	1,30,87,817	East Indian (a)
					Guaranteed.
4,378,456	20,25,043	3,73,851	4,447,533	27,33,434	Madras.
5,183,041	18,70,968	100,497	5,256,629	20,68,188	South Indian.
5,871,354	38,52,796	11,95,736	6,912,998	70,90,634	Great Indian Peninsula. (b)
(c)7,878,276	(c) 19,91,116	3,69,810	9,101,781	34,81,024	Bombay, Baroda and Central India. (c)
2,476,871	12,60,110	1,57,132	2,991,361	17,71,361	Eastern Bengal. (f)
4,207,157	27,79,996	3,41,909	4,299,796	34,36,477	Sind, Punjab and Delhi.
(h)2,716,053	(h)17,83,691	1,26,818	2,739,426	19,99,560	Oudh and Rohilkhand.
					Imperial State.
1,864,083	10,80,278	1,48,212	1,904,688	13,37,120	Punjab Northern.
1,505,736	8,66,012	1,56,806	1,517,573	10,77,472	Indus Valley and Kandahar.
5,143,910	31,15,942	4,30,128	5,281,988	38,79,803	Rajputana-Malwa. (i)
Indian Railway		...	...	...	Sindia.
126,617	32,608	3,024	129,641	38,560	Wardha Coal.
					Provincial State.
174,423	19,411	6,419	1,096,792	2,00,810	Calcutta and South-Eastern.
125,850	41,124	5,098	130,437	51,624	Nalhati.
727,307	4,20,555	72,283	757,354	6,15,744	Northern Bengal.
73,818	32,204	5,308	76,140	42,307	Kaunia-Dhurla.
655,372	2,91,911	47,474	666,799	3,71,920	Tirhoot.
Indian Railway		...	...	...	Patna-Gya.
1,199,111	3,00,087	16,501	1,206,943	3,28,296	Cawapore-Achnera.
Indian Railway		...	...	...	Dildarnagar-Ghazipur.
646,629	1,53,555	21,937	677,580	1,90,546	Nagpur and Chhattisgarh.
1,840,786	7,98,145	30,026	1,868,942	8,64,552	Rangoon and Irrawaddy Valley.
					Native States.
47,328	7,396	850	57,049	10,543	Bhopal.
677,986	3,86,912	33,200	691,197	4,41,482	Bhavnagar-Gondal.
(h)278,334	(h)82,290	2,330	281,860	87,110	Gaekwar of Baroda's.
404,401	2,35,396	79,596	425,022	3,77,127	Nizam's.
350,153	1,75,490	15,624	362,245	2,07,486	Mysore.
69,963	12,006	1,861	66,563	14,368	Jodhpore.
					Assisted Companies.
(j)	69,815	2,789	(j)	83,389	Bengal Central.
21,553	47,544	36,299	28,099	1,45,720	Darjeeling-Himalayan.
20,513	11,819	1,200	21,848	15,277	Assam.
140,863	18,605	576	141,088	19,301	Deogarh.
60,113,313	3,38,41,960	51,60,836	65,098,953	4,60,69,054	Total of all Railways.

(f) Includes Poradaha Section of the Northern Bengal State Railway, and the share of earnings of the Bengal Central Railway.
(c) Upper class.
(h) Lower class.
(i) Includes Rewari-Ferozepore Railway.
(j) Included with Eastern Bengal Railway.

Statement showing the goods traffic on the several Railways

Railway.	General Merchandise.		Military stores.		Railway materials for construction.		Coal for public and construction.	
	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.
		£		£		£		£
East Indian (a)	2,420,949	2,88,90,787	10,005	4,32,354	144,473	90,666	928,483	51,91,398
Guaranteed.								
Madras	511,279	35,26,877	2,955	90,894	187	1,387	286	2,193
South Indian	434,853	16,07,126	294	5,426	1,05,487	40,290	...	...
Great Indian Peninsula (b)	1,632,362	2,59,74,143	9,129	1,79,704	31,256	82,035	62,448	2,33,846
Bombay, Baroda and Central India (c)	905,203	75,82,421	1,430	24,256	22,989	26,648	12,332	82,395
Eastern Bengal (d)	436,880	28,91,339	380	3,678	1,233	1,122	42,723	1,10,977
Sind, Punjab and Delhi	1,368,808	68,43,117	7,514	1,21,547	23,125	44,362	18,992	1,02,928
Oudh and Rohilkhand	678,435	26,27,779	2,500	19,173	36,339	1,52,632	4,404	6,789
Imperial State.								
Punjab Northern	250,637	11,80,982	4,239	78,641	29,361	76,538	...	...
Indus Valley and Kandahar	554,270	53,64,303	1,225	34,047	219,985	2,08,748	867	5,497
Rajputana-Malwa (e)	739,746	80,05,280	2,366	32,652	145,829	5,27,325	4,164	17,213
Sindia	...	...	...	...	...	...	Included with the East	
Wardha Coal	39,546	64,336	1	4	2,206	1,491	81,143	1,11,796
Provincial State.								
Calcutta and South-Eastern	47,148	50,604	...	...	10,838	12,262	751	777
Nalhati	9,156	20,580	...	...	23	23	3,154	5,648
Northern Bengal	174,271	12,18,132	194	2,959	43,408	35,447	3,510	17,784
Kaunia-Dhurla	5,638	11,795	16	84	118	90	...	...
Tirhoot	117,785	3,02,980	45	373	503,321	74,384	15,193	26,332
Patna-Gya	...	...	...	...	...	...	Included with the East	
Cawnpore-Achnera	78,941	1,84,686	1,111	11,294	13,473	26,300	3,134	8,242
Dildarnagar-Ghazipur	...	...	...	...	...	...	Included with the East	
Nagpur and Chhatisgarh	204,507	10,85,361	527	576	28,011	7,337	914	1,476
Rangoon and Irrawaddy Valley	144,544	6,05,462	...	...	22,691	28,007	5,706	590
Native States.								
Bhopal	12,665	13,439	...	...	...	...	...	...
Bhavnagar-Gondal	60,000	4,11,636	...	...	18,916	16,504	941	500
Gaekwar of Baroda's	30,537	57,351	...	...	49	26	131	160
Nizam's	79,804	4,15,348	1,821	22,058	2,621	3,623	211	704
Mysore	19,868	65,482	33	263	4,017	17,097	...	...
Jodhpore	9,105	23,164	...	...	1,734	962	...	...
Assisted Companies.								
Bengal Central	(f)	5,233	(f)	7	(f)	5,702	(f)	4,897
Darjeeling-Himalayan	12,352	2,50,128	...	...	2,945	3,702	92	1,090
Assam	3,539	30,233	...	...	...	...	312	2,174
Deogarh	437	184	...	...	...	...	...	...
Total of all Railways	10,983,265	9,93,10,288	45,785	10,59,990	1,414,635	14,84,710	1,189,891	59,35,206

(a) Includes the Branch State lines worked by the undertaking.
(b) Includes Dhond-Manmad and Berar State Railways.
(c) Includes Patri Branch.

during the year ending 31st December 1883.

TRAFFIC.

Coal for revenue only.		Revenue stores other than coal.		Live-stock.		Miscellaneous.	Total.		Railway.
Tons.	Receipts.	Tons.	Receipts.	Tons.	Receipts.	Receipts.	Tons.	Receipts.	
	₹		₹		₹	₹		₹	
249,574	6,11,737	1,236,306	8,87,474	2,042	99,693	91,421	4,991,832	3,62,95,330	East Indian. (a).
									Guaranteed.
20	111	193,583	71,768	958	24,483	8,042	709,268	37,25,755	Madras.
10,817	18,200	276,081	69,395	261	4,312	2,841	827,793	17,47,590	South Indian.
142,162	5,02,424	352,907	5,20,908	8,629	84,733	36,286	2,238,893	2,76,13,379	Great Indian Peninsula. (b)
50,854	1,40,970	83,438	1,34,828	12,022	2,28,662	15,099	1,988,268	82,35,279	Bombay, Baroda and Centra India. (c)
28,020	40,314	18,976	21,949	19	261	12,255	528,231	30,81,895	Eastern Bengal. (d)
37,732	1,61,862	150,245	2,48,913	773	23,772	17,486	1,607,189	75,63,987	Sindh, Punjab and Delhi.
36,137	1,00,946	49,370	45,831	24	459	9,774	807,209	29,63,383	Oudh and Rohilkhand.
									Imperial State.
14,036	47,222	14,033	36,207	301	4,973	1,13,432	312,607	15,37,995	Punjab Northern.
5,794	19,439	97,642	83,888	257	3,618	5,627	880,040	57,25,167	Indus Valley and Kandahar.
45,613	1,74,669	114,771	1,65,827	147	5,175	11,683	1,052,636	89,39,824	Rajputana-Malwa. (e).
Indian	Railway.	...	...	...	...	...	...	...	Sindia.
885	195	1,130	4,076	...	...	509	214,211	1,82,407	Wardha Coal.
									Provincial State.
424	344	4,392	2,322	17	89	6,234	63,570	72,632	Calcutta and South-Eastern.
...	...	667	646	1	7	370	13,001	27,274	Naihati.
6,942	27,877	9,792	15,479	...	...	2,502	238,117	13,20,180	Northern Bengal.
...	...	21	19	...	...	103	5,793	12,091	Kaunia-Dhurla.
1,173	2,033	2,787	3,797	...	...	7,538	640,304	4,17,437	Tirhoot.
Indian	Railway.	...	...	...	...	...	...	...	Patna-Gya.
870	719	3,283	1,951	1	10	1,067	100,813	2,34,269	Cawnpore-Achnera.
Indian	Railway.	...	...	...	...	...	...	...	Dildarnagar-Ghazipur.
5,187	16,167	4,110	2,614	1	6	3,589	243,257	11,17,126	Nagpur and Chhattisgarh.
4,557	1,143	9,211	9,894	1,057	13,451	16,750	187,766	6,75,297	Rangoon and Irrawaddy Valley.
									Native States.
...	...	...	...	...	...	649	12,665	14,088	Bhopal.
3,745	923	5,207	4,859	45	594	769	88,854	4,35,785	Bhavnagar-Gondal.
282	159	3,358	1,568	5	11	200	34,362	59,475	Gaekwar of Baroda's.
15	42	57,636	16,753	68	737	2,312	142,176	4,61,577	Nizam's.
1,642	935	2,377	4,623	22	470	1,239	27,959	90,109	Mysore.
...	...	...	...	2	8	199	10,841	24,333	Jodhpore.
									Assisted Companies.
...	...	...	...	...	...	26	(f)	15,865	Bengal Central.
1,734	9,413	198	1,750	...	275	110	17,321	2,66,468	Darjeeling-Himalayan.
...	...	...	...	...	18	...	3,851	32,425	Assam.
...	...	...	...	...	...	...	437	184	Deogarh.
647,515	18,77,844	2,691,521	23,56,639	26,652	4,95,817	3,68,112	16,999,264	11,28,88,606	Total of all Railways.

(d) Includes Poradaha Section of the Northern Bengal State Railway, and the share of earnings of the Bengal Central Railway.
(e) Includes Rewari-Ferozepore Railway.
(f) Included with Eastern Bengal Railway.

Statement showing the Total Receipts and Expenses and the Net Receipts per train

Railway.	Coaching Receipts.		Goods Receipts.		Total Traffic Receipts.		Miscellaneous (Steam Receipts.)
	Rs.	Per passenger train-mile.	Rs.	Per Goods train-mile.	Rs.	Per train-mile.	Rs.
East Indian (a)	1,30,87,817	3·72	3,62,95,330	5·12	4,93,83,147	4·66	9,49,350
Guaranteed.							
Madras	27,33,434	3·21	37,25,755	3·62	64,59,189	3·43	1,72,720
South Indian	20,68,188	2·85	17,47,590	2·02	38,15,778	2·40	53,890
Great Indian Peninsula (b)	70,90,634	2·63	2,76,13,379	5·00	3,47,04,013	4·22	4,10,352
Bombay, Baroda and Central India (d)	34,81,024	4·09	82,35,279	7·23	1,17,16,303	5·89	2,05,906
Eastern Bengal (e)	17,71,361	4·53	30,81,895	7·28	48,53,256	5·95	5,31,164
Sindh, Punjab and Delhi	34,36,477	3·24	75,63,987	4·11	1,10,00,464	3·79	2,37,126
Oudh and Rohilkhand	19,99,560	3·91	29,63,383	3·40	49,62,943	3·59	4,93,311
Imperial State.							
Punjab Northern	13,37,120	2·74	15,37,995	3·24	28,75,115	2·99	2,64,857
Indus Valley and Kandahar	10,77,472	3·03	57,25,167	3·61	68,02,639	3·51	4,38,537
Rajputana-Malwa (f)	38,79,803	2·29	89,39,824	3·15	1,28,19,627	2·83	1,68,552
Sindia	...	...	...	Included with the East			
Wardha Coal	38,560	1·00	1,82,407	3·00	2,20,967	3·00	73,619
Dhond-Manmad	...	...	...	...	...	...	(g) 1,97,199
Provincial State.							
Calcutta and South-Eastern	2,00,810	2·40	72,632	2·00	2,73,442	2·28	21,937
Nalhati	51,024	2·05	27,274	1·69	78,898	1·91	2,075
Northern-Bengal	6,15,744	2·56	13,20,180	2·92	19,35,924	2·79	3,58,268
Kaunia-Dhurla	42,307	3·87	12,091	0·92	54,398	2·26	75,075
Tirhoot	3,71,920	2·71	4,17,437	1·69	7,89,357	2·05	1,03,084
Patna-Gya	...	...	...	...	Included with the East		
	...	...	...	...	...	...	...
Cawnpore-Achnera	3,28,296	2·50	2,34,269	2·76	5,62,565	2·62	13,422
Dildarnagar-Ghazipur	...	...	...	...	Included with the East		
Nagpur and Chhattisgarh	1,90,546	3·00	11,17,126	4·00	13,07,672	3·76	12,349
Rangoon and Irrawaddy Valley	8,64,552	2·62	6,75,297	2·82	15,39,849	2·70	23,037
Native States.							
Bhopal	10,545	2·71	14,088	3·30	24,633	3·02	940
Bhavnagar-Gondal	4,41,482	3·32	4,35,785	3·43	8,77,267	3·38	16,912
Gaekwar of Baroda's	87,110	2·74	59,475	2·04	1,46,585	2·41	385
Khamgaon	...	...	...	...	...	...	(g) 24,743
Amraoti	...	...	...	...	...	...	(g) 46,337
Nizam's	3,77,127	2·29	4,61,557	3·36	8,38,704	2·78	14,817
Mysore	2,07,486	4·36	90,109	2·22	2,97,595	3·38	5,300
Jodhpur	14,368	1·76	24,333	3·97	38,701	2·71	1,660
Assisted Companies.							
Bengal Central	83,389	...	15,865	...	99,254	1·74	8,700
Darjeeling-Himalayan	1,45,720	3·99	2,66,468	2·60	4,12,188	2·96	9,756
Assam	15,277	(k)	32,425	(k)	47,702	3·70	518
Deogarh	19,301	(k)	184	(k)	19,485	(k)	154
Total of all Railways	46,09,054	3·14	11,28,88,606	4·42	15,89,57,660	(l) 3·95	(m) 49,36,152

(a) Includes the Branch State Lines worked by the undertaking.
(b) Includes Dhond-Manmad and Berar State lines.
(c) Includes Rs. 2,68,379 on account of rent of leased lines.
(d) Includes Patri Branch.
(e) Includes the working expenses of the Poradaha Section of the Northern Bengal State Railway and the Locomotive Carriage and Wagon and Traffic and a portion of the general charges of the Bengal Central Railway, also the share of the earnings of the Bengal Central Railway and the Parodaha Section of the Northern Bengal State Railway.
(f) Includes Rewari-Ferozepore Railway.

mile on the several Railways during the year ending 31st December 1883.

ous (includ-boat Re-	Gross Receipts.		Working Expenses.		Net Receipts.		Railway.
Per train-mile.	Rs.	Per train-mile.	Rs.	Per train-mile.	Rs.	Per train-mile.	
0·08	5,03,32,497	4·74	1,86,02,954	1·75	3,17,29,543	2·99	East Indian. (*a*)
							Guaranteed.
0·89	66,31,909	3·53	41,05,360	2·18	25,26,549	1·34	Madras.
0·03	38,69,668	2·43	25,47,335	1·60	13,22,333	0·83	South Indian.
0·05	3,51,14,365	4·27	(*c*) 1,74,54,712	2·12	1,76,59,653	2·15	Great Indian Peninsula. (*b*)
0·10	1,19,22,209	5·99	51,38,303	2·58	67,83,906	3·41	Bombay, Baroda and Central India. (*d*)
0·65	53,84,420	6·61	26,99,809	3·31	26,84,611	3·30	Eastern Bengal. (*e*)
0·08	1,12,37,590	3·87	63,29,997	2·18	49,07,593	1·69	Sind, Punjab and Delhi.
0·35	54,56,254	3·94	29,75,892	2·15	24,80,362	1·79	Oudh and Rohilkhand.
							Imperial State.
0·27	31,39,972	3·26	25,46,954	2·65	5,93,018	0·61	Punjab Nothern.
0·22	72,41,176	3·73	40,22,541	2·07	32,18,635	1·66	Indus Valley and Kandahar.
0·03	1,29,88,179	2·86	68,56,437	1·51	61,31,742	1·35	Rajputana-Malwa. (*f*)
Indian Railway.		...	...	...	..	...	Sindia.
0·93	2,94,586	4·00	1,76,156	2·23	1,18,430	1·50	Wardha Coal.
...	(*g*) 1,97,199	...	(*h*) 5,060	...	(*j*) 1,92,139	...	Dhond-Manmad.
							Provincial State.
0·18	2,95,379	2·46	1,62,383	1·35	1,32,996	1·11	Calcutta and South-Eastern.
0·05	80,973	1·96	56,379	1·36	24,594	0·60	Nalhati.
0·52	22,94,192	3·31	11,28,821	1·63	11,65,371	1·68	Northern Bengal.
3·13	1,29,473	5·39	99,087	4·13	30,386	1·26	Kaunia-Dhurla.
0·27	8,92,441	2·32	6,32,736	1·64	2,59,705	0·68	Tirhoot.
Indian Railway.		...	...	...	...	...	Patna-Gya.
...	...	...	...	...	...	...	Cawnpore-Achnera.
0·06	5,75,987	2·66	3,68,521	1·70	2,07,466	0·96	Dildarnagar-Ghazipur.
Indian Railway.		...	...	...	...	...	Nagpur and Chhittisgarh.
0·03	13,20,021	3·79	6,36,161	1·83	6,83,860	1·96	Rangoon and Irrawaddy Valley.
0·04	15,62,886	2·74	10,10,520	1·77	5,52,366	0·97	
							Native States.
0·11	25,573	3·13	34,708	4·25	—9,135	—1·12	Bhopal.
0·06	8,94,179	3·44	5,67,566	2·18	3,26,613	1·26	Bhavnagar-Gondal.
...	1,46,970	2·41	1,08,384	1·78	38,586	0·63	Gaekwar of Baroda's.
...	(*g*) 24,743	...	(*h*) 2,275	...	(*j*) 22,468	...	Khamgaon.
...	(*g*) 46,437	...	(*h*) 2,051	...	(*j*) 44,386	...	Amraoti.
0·05	8,53,521	2·83	6,15,589	2·04	2,37,932	0·79	Nizam's.
0·06	3,02,095	3·44	2,03,220	2·31	99,675	1·13	Mysore.
0·12	40,361	2·83	17,251	1·21	23,110	1·62	Jodhpore.
							Assisted Companies.
0·16	1,07,954	1·90	1,47,344	2·58	—39,390	—0·68	Bengal Central.
0·07	4,21,944	3·03	2,66,219	1·91	1,55,725	1·12	Darjeeling-Himalayan.
0·04	48,220	3·70	83,595	6·42	—35,375	—2·72	Assam.
...	19,639	(*k*)	13,397	(*k*)	6,242	(*k*)	Deogarh.
(*l*) 0·12	16,38,93,812	(*n*) 4·07	(*o*) 7,97,04,295	(*n*) 1·98	(*o*) 8,41,89,517	(*n*) 2·09	Total of all Railways.

(*g*) Government share of earnings due to working of the Branch lines by the Great Indian Peninsula Railway Company.
(*h*) Expenditure incurred by the State in working the Branch.
(*j*) Net profit derived from the working.
(*k*) Information not available.
(*l*) Excluding Deogarh Railway.
(*m*) Includes Rs. 10,96,287 on account of steam boat receipts.
(*n*) Excluding Deogarh, Dhond-Manmad, and Berar Railways.
(*o*) Totals corrected by Rs. 86,578 on account of State expenditure incurred and share of earnings paid to the East Indian Railway Campany for working the State branches.

Table showing Expenditure on Revenue Account on the sev

Railway.	Maintenance of Way, Works, and Stations.			Locomotive.			Carriage and Wagon.			Traffic.		
	Amount.	Per train mile.	Per cent. of gross receipts.	Amount.	Per train mile.	Per cent. of gross receipts.	Amount.	Per train mile.	Per cent. of gross receipts.	Amount.	Per train mile.	Per cent.
	R	*R*		*R*	*R*		*R*	*R*		*R*	*R*	
East India (*a*)	75,25,733	0·71	14·95	40,90,874	0·39	8·13	16,41,576	0·15	3·26	29,90,036	0·28	5·9
Guaranteed.												
Madras	10,50,718	0·56	15·84	13,07,503	0·69	19·72	5,79,786	0·31	8·74	6,81,597	0·36	10·2
Sourh Indian	(*b*) 6,59,543	0·41	17·00	(*b*) 8,39,556	0·53	21·64	(*b*) 2,85,028	0·18	7·35	(*b*) 3,48,692	0·22	8·9
Great Indian Peninsula (*c*)	42,96,613	0·52	12·24	64,65,105	0·78	18·41	24,88,568	0·30	7·08	23,75,762	0·29	6·7
Bombay, Baroda and Central India (*d*).	14,82,613	0·74	12·44	15,50,304	0·78	13·00	7,27,087	0·37	6·10	7,14,861	0·36	6·0
Eastern Bengal	(*e*) 4,39,794	0·54	8·17	(*f*) 5,06,559	0·62		(*f*) 4,01,340	0·49	7·45	(*f*) 6,02,691	0·74	11·2
Sind, Punjab and Delhi	14,01,818	0·48	12·47	25,58,446	0·88	22·76	6,21,138	0·21	5·52	10,08,031	0·35	8·9
Oudh and Rohilkhand	6,57,273	0·48	12·05	9,71,994	0·70	17·81	3,05,728	0·22	5·60	5,14,397	0·37	9·4
Imperial State.												
Punjab Northern	5,85,177	0·61	18·63	10,16,723	1·06	32·38	1,51,031	0·16	4·81	4,59,547	0·48	14·6
Indus Valley and Kandahar	7,13,313	0·37	9·85	15,63,101	0·81	21·59	3,25,735	0·17	4·50	4,90,429	0·25	6·7
Rajputana-Malwa (*g*)	14,36,934	0·32	11·06	30,74,528	0·68	23·67	5,47,520	0·12	4·22	10,23,123	0·22	7·8
Sindia	...	...	...	...	Included with the East Indian							
Wardha Coal	22,343	0·28	7·58	49,942	0·63	16·95	25,112	0·32	8·53	24,176	0·31	8·2
Dhond-Manmad	...	...	...	...	...	...	...	...	...	...	...	...
Provincial State.												
Calcutta and South-Eastern	65,925	0·55	22·32	28,650	0·24	9·70	7,287	0·06	2·47	32,185	0·27	10·8
Nalhati	24,339	0·59	30·06	11,077	0·27	13·68	2,825	0·06	3·49	7,279	0·18	8·9
Nothern Bengal	2,57,131	0·37	12·21	3,38,405	0·49	14·75	59,330	0·08	2·59	1,63,849	0·24	7·1
Kaunia-Dhuria	12,545	0·52	9·69	12,253	0·51	9·46	3,125	0·13	2·41	8,551	0·36	6·6
Tirhoot	1,19,511	0·31	13·39	1,73,348	0·45	19·43	49,921	0·10	4·47	98,012	0·25	10·9
Patna-Gya	...	...	...	...	...	...	...	Included with the East				
Cawnpore-Achnera	73,874	0·34	12·83	1,13,739	0·53	19·75	22,205	0·10	3·85	73,907	0·34	12·8
Dildarnagar-Ghazipore	...	...	...	...	...	...	...	Included with the East				
Nagpur and Chhattisgarh	1,51,864	0·44	11·50	2,32,784	0·67	17·63	51,292	0·15	3·87	1,02,280	0·29	7·7
Rangoon and Irrawaddy Valley.	2,56,635	0·45	16·42	2,94,625	0·51	18·85	72,729	0·13	4·65	2,55,937	0·45	16·3
Native States.												
Bhopal	18,606	2·28	72·76	...	...	...	13,093	1·60	51·19	...	...	...
Bhavnagar-Gondal	1,32,477	0·51	14·82	1,42,630	0·55	15·95	39,523	0·15	4·42	1,12,302	0·43	12·5
Gaekwar of Baroda's	44,470	0·73	80·26	31,717	0·52	21·58	5,390	0·09	3·67	18,087	0·30	12·3
Khamgon	...	...	...	...	...	...	...	...	...	...	...	...
Amraoti	...	...	...	...	...	...	...	...	...	...	...	...
Nizam's	2,38,176	0·79	27·91	1,24,175	0·41	14·55	83,072	0·27	9·73	86,370	0·29	10·1
Mysore	57,617	0·65	19·02	57,805	0·66	19·08	14,884	0·17	4·91	32,575	0·37	10·7
Jodhpore	1,605	0·11	3·97	7,555	0·53	18·72	257	0·02	0·64	1,5048	0·35	12·1
Assisted Companies.												
Bengal Central	61,269	1·07	56·70	...	...	...	...	...	...	...	...	...
Darjeeling-Himalayan	53,126	0·38	12·59	1,01,659	0·73	24·09	22,901	0·16	5·43	44,504	0·32	10·7
Assam	17,600	1·35	36·15	15,400	1·18	31·63	22,825	1·76	49·88	13,169	1·01	27·1
Deogarh	2,126	...	10·75	4,073	...	20·75	904	...	4·50	3,943	...	20·0
Total of all Railways	2,18,60,708	(*i*) 0·54	13·37	2,56,84,530	(*i*) 0·64	15·71	(*j*) 85,61,212	(*i*) 0·21	5·24			

(*a*) Includes the Branch State lines worked by the undertaking.
(*c*) Includes expenditure incurred in working the Dhond-Manmad, Khamgaon, and Amraoti State
(*d*) Includes Patri Branch.
(*e*) Includes expenditure on the Poradaha Section of the Northern Bengal State Railway.
(*f*) Includes the working expenses of the Bengal Central Railway and the Poradaha Section of the N
(*i*) Excluding Deogarh Railway.
(*j*) Includes Rs. 13,093 apportionable to Locomotive, Carriage and Wagon and Traffic shown against Bh

Railways during the year ending 31st December 1883.

General.			Steam-boat.			Special and Miscellaneous.			Total.			Railway.
Amount.	Per train mile.	Per cent. of gross receipts.	Amount.	Per train mile.	Per cent. of gross receipts.	Amount.	Per train mile.	Per cent. of gross receipts.	Amount.	per train mile.	Per cent. of gross receipts.	
₹	₹		₹	₹		₹	₹		₹	₹		
18,39,590	0·17	3·65	29,126	...	0·06	4,86,019	0·05	0·96	1,86,02,954	1·75	36·96	East Indian. (*a*)
												Guaranteed.
4,44,368	0·24	6·70	...	...	...	41,288	0·02	0·62	41,05,360	2·18	61.90	Madras.
(*b*)3,25,421	0·20	8·39	...	...	...	89,095	0·05	2·29	25,47,335	1·60	65·83	South Indian.
11,25,904	0·13	3·20	...	...	...	7,02,760	0·08	2·00	1,34,54,712	2·12	49·71	Great Indian Peninsula. (*c*)
5,27,164	0·26	4·42	1,658	...	0·01	1,34,616	0·07	1·13	51,38,303	2·58	43·10	Bombay, Baroda and Central India. (*d*)
(*e*)3,32,123	0·41	6·17	3,79,507	0·46	7·05	(*f*)37,795	0·05	0·70	26,99,809	3·31	50·15	Eastern Bengal.
6,85,887	0·24	6·13	28,184	0·01	0·25	26,493	0·01	0·23	63,29,997	2·18	56·33	Sind, Punjab and Delhi.
4,06,900	0·29	7·46	...	...	...	1,19,600	0·09	2·19	29,75,892	2·15	54·54	Oudh and Rohilkhand.
												Imperial State.
2,44,544	0·25	7·79	—10,780	—0·01	—0·34	1,00,712	0·10	3·21	25,46,954	2·65	81·11	Punjab Northern.
3,26,339	0·17	4·51	2,14,502	0·10	2·96	3,89,122	0·20	5·38	40,22,541	2·07	55·55	Indus Valley and Kandahar.
6,67,444	0·15	5·14	...	...	...	1,06,888	0·02	0·82	68,56,437	1·51	52·79	Rajputana-Malwa. (*g*)
Railway	...	..	...	...	...	...	...	...	...	...	...	Sindia.
45,084	0·57	15·31	...	...	...	9,499	0·12	3·22	1,76,156	2·23	59·80	Wardha Coal.
...	...	...	...	...	...	...	...	...	5,060	...	...	Dhond-Manmad.
												Provincial State.
26,462	0·22	8·96	...	...	...	1,874	0·01	0·63	1,62,383	1·35	45·97	Calcutta and South-Eastern.
10,465	0·25	12·92	...	...	...	394	0·01	0·49	56,379	1·36	69·63	Nalhati.
1,41,595	0·20	6·17	1,44,785	0·21	6·31	23,726	0·04	1·03	11,28,821	1·63	49·20	Northern Bengal.
8,288	0·34	6·40	54,173	2·26	41·84	152	0·01	0·12	99,087	4·13	76·53	Kaunia-Dhurla.
1,10,603	0·29	12·39	81,195	0·21	9·10	10,146	0·03	1·14	6,32,736	1·64	70·90	Tirhoot.
Indian Railway		...	...	...	...	...	...	...	...	...	...	Patna-Gya.
73,192	0·34	12,71	...	...	...	11,604	0·05	2·01	3,68,521	1·70	63·98	Cawnpore-Achnera.
Indian Railway		...	...	...	...	...	...	...	...	...	...	Dildarnagar-Ghazipur.
83,495	0·24	6·33	...	...	...	14,446	0·04	1·09	6,36,161	1·83	48·19	Nagpur and Chhattisgarh.
1,17,614	0·21	7·53	...	...	...	12,980	0·02	0·83	10,10,520	1·77	64·66	Rangoon and Irrawaddy Valley.
												Native States.
3,009	0·37	11·77	...	...	...	...	...	...	34,708	4·25	135·72	Bhopal.
1,35,666	0·52	15·17	...	...	...	4,968	0·02	0·56	5,67,566	2·18	63·47	Bhavnagar-Gondal.
8,729	0·14	5·93	...	...	...	...	...	...	1,08,384	1·78	73·75	Gackwar of Baroda's.
...	...	...	...	...	...	...	...	...	2,275	...	...	Khamgaon.
...	...	...	...	...	...	...	...	...	2,051	...	...	Amraoti.
60,197	0·20	7·05	...	...	...	23,599	0·08	2,76	6,15,589	2·04	72·12	Nizam's.
38,154	0·43	12·60	...	...	...	2,185	0·03	0·72	2,03,220	2·31	67·09	Mysore.
879	0·06	2·18	...	...	...	1,907	0·14	4·72	17,251	1·21	42·74	Jodhpore.
												Assisted Companies.
(*h*)86,135	1·51	79·80	...	...	...	...	...	...	1,47,344	2·58	136·50	Bengal Central.
34,446	0·25	8·17	...	...	...	9,583	0·07	2·28	2,66,219	1·91	63·11	Darjeeling-Himalayan.
14,601	1·12	29·99	...	...	...	...	...	...	83,595	6·42	171·70	Assam.
2,351	...	12·00	...	...	...	...	..	...	13,397	...	68·00	Deogarh.
75,26,740	(*i*)0·20	4·84	9,22,350	(*i*)0·02	0·56	23,61,451	(*i*)0·06	1·44	(*k*)7,06,17,717	(*l*)1·98	48·62	Total of all Railways.

(*b*) Includes the working expenses of the Pondicherry Railway.
(*g*) Includes the Rewari-Ferozepore State Railway.
(*h*) Includes charges amounting to Rs. 84,840 for working by the Eastern Bengal Railway Company, at Rs. 50 per mile per week.
(*k*) Includes Rs. 9,386, amount of expenditure incurred by the State in working the Dhond-Manmad and Berar Railways not shown in any of the preceding columns. See also note (*o*) on page 71.
(*l*) Excluding Deogarh, Dhond-Manmad and Berar Railways.

Statement showing the Unit Mileages of passengers and goods carried

Railway.	Passenger Traffic. Number of Passenger Miles (expressed in the number of passengers carried one mile). First Class.	Second Class.	Third or Intermediate Class.	Fourth or Lowest Class.	Total.	Other Coaching Traffic. Ton miles.	General Merchandise.
East Indian (*a*)	6,858,546	23,305,548	22,172,109	775,280,310	827,616,513	8,619,696	824,402,739
Guaranteed.							
Madras	2,468,307	5,478,718	...	197,854,312	205,801,337	2,096,198	87,283,179
South Indian	720,982	2,942,007	...	181,549,727	185,212,716	350,347	36,870,398
Great Indian Peninsula (*b*)	5,660,201	27,943,154	50,653,801	298,230,535	382,487,691	6,630,379	529,572,674
Bombay, Baroda and Central India (*c*)	1,966,966	9,071,362	...	209,520,611	220,558,939	2,361,827	162,295,643
Eastern Bengal (*d*)	1,299,234	2,355,730	12,229,360	83,191,538	99,075,862	652,599	49,522,804
Sind, Punjab and Delhi	2,540,492	7,278,239	1,215,282	221,018,138	232,052,151	1,783,545	181,999,093
Oudh and Rohilkhand	...	1,900,282	...	136,470,522	138,370,804	710,680	82,696,191
Total East Indian and Guaranteed Railways	21,514,728	80,275,040	86,270,552	2,103,115,693	2,291,176,013	23,205,271	1,944,642,741
Imperial State.							
Punjab Northern	767,730	2,481,749	921,263	88,735,878	92,906,620	738,470	25,874,865
Indus Valley and Kandahar	449,915	1,307,902	...	75,311,923	77,069,740	919,351	189,177,455
Rajputana-Malwa (*e*)	1,487,641	3,784,591	5,588,403	295,248,400	306,109,035	2,675,865	192,206,188
Sindia						Included with the	
Wardha Coal	11,976	22,266	56,820	3,130,332	3,221,394	10,541	1,398,770
Total Imperial State Railways	2,717,262	7,596,508	6,566,486	462,426,533	479,306,789	4,344,227	408,657,278
Provincial State.							
Calcutta and South-Eastern	27,450	159,576	11,749,080	1,971,430	13,907,536	30,669	1,143,090
Nalhati	22,883	105,887	...	2,642,659	2,771,429	19,014	213,899
Northern Bengal	593,913	1,031,454	1,735,162	33,020,244	36,380,773	271,651	21,223,355
Kaunia-Dhurla	15,034	26,699	...	1,234,238	1,275,962	10,913	73,845
Tirhoot	210,480	311,078	...	22,581,020	23,102,578	230,367	6,536,901
Patna-Gya						Included with the	
Cawnpore-Achnera	56,085	180,053	33,825	28,808,262	29,078,225	69,234	3,315,822
Dildarnagar-Ghazipur						Included with the	
Nagpur and Chhattisgarh	55,648	207,973	243,672	14,781,212	15,288,505	87,837	19,382,914
Rangoon and Irrawaddy Valley	192,146	702,254	...	51,349,544	52,243,944	117,541	12,276,619
Total Provincial State Railways	1,173,639	2,724,965	13,761,739	156,388,609	174,048,952	837,226	64,166,445
Native States.							
Bhopal	(*f*)	(*f*)	(*f*)	(*f*)	(*f*)	(*f*)	139,304
Bhavnagar-Gondal	98,235	415,338	...	29,726,674	30,240,247	172,880	4,605,666
Gaekwar of Baroda's	...	73,271	...	5,327,463	5,400,734	7,141	754,811
Nizam's	338,615	1,523,172	...	22,237,366	24,099,153	507,512	7,547,409
Mysore	133,276	394,543	...	11,492,694	12,020,515	49,735	1,097,174
Jodhpore	2,463	9,441	...	1,219,550	1,231,454	8,453	172,876
Total Native State Railways	572,589	2,415,767	...	70,003,747	72,992,103	745,721	14,317,270
Assisted Companies.							
Darjeeling-Himalayan	82,224	165,563	...	608,563	856,350	(*f*)	(*f*)
Assam	16,145	10,808	...	490,753	517,706	100	126,699
Deogarh	(*f*)	(*f*)	(*f*)	(*f*)	(*f*)	(*f*)	(*f*)
Total Assisted Companies	98,369	176,371	...	1,099,316	1,374,056	100	126,699
Total of all Railways	26,076,587	93,188,651	106,598,777	2,793,033,898	3,018,897,913	29,132,545	2,431,910,433

(*a*) Includes the Branch State lines worked by the undertaking.
(*b*) Includes Dhond-Manmad and Berar State lines.
(*c*) Includes Patri Branch.

on the several Railways during the year ending 31st December 1883.

GOODS TRAFFIC. Number of ton miles (expressed in the number of tons moved one mile). Military Stores.	Railway materials for construction.	Coal for the public and construction.	Coal for revenue only.	Revenue stores other than Coal.	Live-stock.	Total.	Railway.
4,758,622	5,622,978	195,212,002	57,232,285	66,097,472	905,794	1,154,231,892	East Indian. (a)
							Guaranteed.
915,030	32,519	60,917	5,206	3,416,223	155,446	81,868,520	Madras.
73,091	1,792,145	437	867,292	2,904,980	36,284	42,544,627	South Indian.
1,766,542	2,987,424	8,428,310	21,862,187	28,755,607	1,109,055	594,451,819	Great Indian Peninsula. (b)
271,507	1,204,633	3,252,385	7,733,243	4,946,987	2,327,315	182,031,713	Bombay, Baroda and Central India. (c)
30,357	53,864	2,801,629	1,935,084	1,053,552	2,150	55,399,440	Eastern Bengal. (d)
1,250,291	1,564,557	4,356,097	6,850,308	8,778,694	163,616	204,962,656	Sind, Punjab and Delhi.
219,432	6,220,519	218,627	7,116,673	2,935,659	2,823	99,409,924	Oudh and Rohilkhand.
9,284,872	19,448,639	214,330,404	103,602,278	118,889,174	4,702,483	2,414,900,591	Total East Indian and Guaranteed Railways.
							Imperial State.
633,424	2,508,991	...	1,476,398	1,175,060	38,499	31,707,237	Punjab Northern.
385,507	11,758,742	220,461	829,318	4,149,146	27,642	206,548,271	Indus Valley and Kandahar.
365,642	14,320,301	521,988	8,061,701	5,371,597	32,052	220,879,469	Rajputana-Malwa. (e)
East Indian	Railway.	...	...	...	...	...	Sindia.
33	48,670	3,559,978	7,726	157,635	...	5,172,812	Wardha Coal.
1,384,606	28,636,704	4,302,427	10,375,143	10,853,438	98,193	464,307,789	Total Imperial State Railways.
							Provincial State.
...	340,653	17,621	9,395	64,418	406	1,575,583	Calcutta and South-Eastern.
...	636	85,776	...	17,105	29	317,445	Nalhati.
36,819	963,386	592,169	832,289	425,541	...	24,073,589	Northern Bengal.
264	2,116	...	...	375	...	76,600	Kaunia-Dhurla.
3,162	2,092,197	770,568	58,994	104,938	...	9,566,760	Tirhoot.
East Indian	Railway.						Patna-Gya.
85,244	757,375	182,392	24,946	244,047	41	4,609,867	Cawnpore-Achnera.
East Indian	Railway.						Dildarnagar-Ghazipur.
6,662	222,614	56,658	610,688	95,031	20	20,374,582	Nagpur and Chhattisgarh.
...	542,444	18,013	27,625	313,389	172,435	13,351,425	Rangoon and Irrawaddy valley.
132,181	4,921,421	1,724,092	1,563,937	1,264,844	172,931	73,945,851	Total Provincial State Railways.
							Native States.
...	...	...	...	...	...	139,304	Bhopal.
...	925,535	9,598	52,543	262,671	4,179	5,860,162	Bhavnagar-Gondal.
...	1,419	1,995	8,716	54,928	107	821,976	Gaekwar of Baroda's.
219,682	80,580	24,166	1,152	1,022,208	7,681	8,902,878	Nizam's.
2,631	149,668	...	43,130	185,714	1,993	1,480,310	Mysore.
...	32,939	...	...	...	43	205,858	Jodhpore.
222,313	1,190,141	35,759	105,541	1,525,461	14,003	17,410,488	Total Native State Railways.
							Assisted Companies.
(f)	(f)	(f)	(f)	(f)	(f)	(f)	Darjeeling-Himalayan.
...	...	12,181	...	...	...	138,880	Assam.
(f)	(f)	(f)	(f)	(f)	(f)	(f)	Deogarh.
...	...	12,181	...	...	...	138,880	Total Assisted Companies.
11,023,972	54,196,905	220,404,863	115,646,899	132,532,917	4,987,610	2,970,703,599	Total of all Railways.

(d) Includes the Bengal Central Railway, and the Poradaha Section, Northern Bengal State Railway.
(e) Includes the Rewari-Ferozepore Railway.
(f) Information not available.

Statement showing the number of Engines and Vehicles used in Conveying traffic and

Railway.	Number of Engines and Vehicles used in Conveying						
	Engines.	Carriages. First class.	Second class.	Third or Intermediate class.	Fourth or lowest class.	Composite.	Total number.
East Indian (*b*)	550	111	99	61	645	17	933
Guaranteed.							
Madras	157	38	67	...	253	28	386
South Indian	122	36	33	...	332	19	420
Great Indian Peninsula (*c*)	455	88	150	395	58	78	759
Bombay, Baroda, and Central India (*d*)	99	22	42	240	...	18	322
Eastern Bengal (*f*)	48	25	8	51	65	21	170
Sind, Punjab and Delhi	159	44 Upper	30 Officer's	22	340 Lower	30	466
Oudh and Rohilkhand	125	42	4	...	206	2	254
Total East Indian and Guaranteed Railways	1,715	401	433	769	1,899	208	3,710
Imperial State.							
Punjab Northern	95	23	19	176	...	14	282
Indus Valley and Kandahar	167	26	(*g*) 31	...	(*h*) 191	10	258
Rajputana-Malwa	317	88	82	30	488	53	741
Wardha Coal	7	1	1	3	6	1	12
Total Imperial State Railways	586	138	133	209	685	78	1,243
Provincial State.							
Calcutta and South-Eastern	12	6	4	40	36	5	91
Nalhati	4	2	1	...	6	2	11
Northern Bengal	36	18	10	10	54	11	103
Kaunia-Dhurla	4	...	...	...	6	4	10
Tirhoot	29	10	6	...	45	4	65
Cawnpore-Achnera (*l*)	(*m*) 16	(*m*) 7	(*m*) 4	(*m*) 97	...	(*m*) 7	(*m*) 115
Nagpur and Chhattisgarh	16	2	3	(*n*) 14	(*p*) 22	5	46
Rangoon and Irrawaddy Valley	36	7	14	...	113	12	146
Total Provincial State Railways	153	52	42	161	282	50	587
Native States.							
Bhopal (*r*)	...	...	...	...	...	...	...
Bhavnagar-Gondal	20	13	8	...	76 Lower	4	101
Gaekwar of Baroda's	6	(*s*) 5	...	...	18	...	23
Nizam's	9	7	4	...	26	8	45
Mysore	(*u*) 15	15	6	...	53	...	74
Jodhpore	2	2	2	...	10	...	14
Total Native State Railways	52	42	20	...	183	12	257
Assisted Companies.							
Darjeeling-Himalayan	15	...	...	21	...	7	28
Assam	12	(*v*) 1	...	7	30	5	43
Deogarh	2	...	...	...	8	2	10
Total Assisted Companies	29	1	...	28	38	14	81
Total for all Railways	2,535	634	628	1,167	3,087	362	5,878

(*a*) Included in two previous columns.
(*b*) Includes Branch State lines worked by the undertaking.
(*c*) Includes Dhond-Manmad and Berar State lines.
(*d*) Includes Patri Branch line.
(*e*) Excluding accident cranes.
(*f*) Includes the Bengal Central Railway and the Poradaha Section of the Northern Bengal State Railway.
(*g*) Includes 9 composite 2nd class and post office carriages.
(*h*) Includes 8 composite lowest class and post office carriages.
(*i*) Includes 10 travelling cranes.
(*j*) Includes 100 ballast wagons belonging to the Rewari-Ferozepore Railway.
(*k*) Mails carried in a covered goods wagon which has been running as temporary guard's van.
(*l*) The Mutra-Achnera section is worked by the stock of the Rajputana-Malwa Railway.

the number of miles travelled by trains during the year ending 31st December 1883.

TRAFFIC.			NUMBER OF TRAIN-MILES RUN.					
Miscellaneous coaching vehicles (excluding brakes).	Goods vehicles of all descriptions (excluding brakes).	Brake-vans.	Passenger.	Goods.	Mixed (a).	Total.	Number of train-miles per open mile.	Railway.
158	8,551	340	3,518,495	7,087,626	1,959,005	10,606,121	6,416	East Indian. (b).
								Guaranteed.
79	2,850	138	851,629	1,029,120	627,299	1,880,749	2,185	Madras.
29	1,584	95	726,919	864,246	822,552	1,591,165	2,404	South Indian.
151	(c)7,815	526	2,695,321	5,523,620	660,015	8,218,941	5,692	Great Indian Peninsula. (c)
34	2,955	63	851,381	1,139,667	371,196	1,991,048	4,319	Bombay, Baroda and Central India. (d)
12	1,033	31	391,113	423,206	233,521	814,319	3,970	Eastern Bengal. (f)
101	3,393	114	1,061,863	1,841,044	641,230	2,902,907	3,975	Sind, Punjab and Delhi.
27	3,096	70	511,196	872,010	802,645	1,383,206	2,529	Oudh and Rohilkhand.
591	31,277	1,377	10,607,917	18,780,539	6,117,463	29,388,456	4,478	Total East Indian and Guaranteed Railways
								Imperial State.
49	(i)1,475	128	488,645	474,101	700,692	962,746	2,290	Punjab Northern.
53	(j)2,680	125	355,038	1,584,493	940,859	1,939,531	2,973	Indus Valley and Kandahar.
144	5,302	233	1,690,610	2,840,223	1,431,778	4,530,833	3,817	Rajputana-Malwa.
...	221	8	26,244	52,711	65,700	78,955	1,755	Wardha Coal.
246	9,678	494	2,560,537	4,951,528	3,139,029	7,512,065	3,259	Total Imperial State Railways.
								Provincial State.
4	266	9	83,717	36,289	64,528	120,006	2,323	Calcutta and South-Eastern.
1	(k) 24	...	25,199	16,124	39,785	41,323	1,516	Nalhati.
19	780	30	240,626	452,605	309,188	693,231	2,956	Northern Bengal.
...	40	4	10,925	13,095	23,360	24,020	744	Kaunia-Dhurla.
19	487	20	137,288	247,497	227,463	384,785	2,376	Tirhoot.
(m) 3	(m)420	(m)14	131,084	84,845	192,506	215,929	1,562	Cawnpore-Achnera. (l)
(q) 9	549	18	71,596	276,505	126,479	348,101	2,336	Nagpur and Chhattisgarh.
23	926	30	330,500	239,060	236,897	569,560	3,538	Rangoon and Irrawaddy Valley.
78	3,492	125	1,030,935	1,366,020	1,220,206	2,396,955	2,508	Total Provincial State Railways.
								Native States.
...	...	...	3,895	4,267	...	8,162	710	Bhopal. (r)
10	547	22	132,923	126,997	133,602	259,920	1,345	Bhavnagar-Gondal.
(t) 4	187	6	31,743	29,119	41,363	60,862	1,035	Gaekwar of Baroda's.
8	118	16	164,514	137,326	133,711	301,840	2,506	Nizam's.
6	158	7	47,560	40,562	65,694	88,122	1,020	Mysore.
...	50	3	8,142	6,134	13,954	14,276	752	Jodhpore.
28	1,060	54	388,777	344,405	388,324	733,182	1,498	Total Native State Railways.
								Assisted Companies.
3	81	...	36,500	102,343	...	138,843	2,777	Darjeeling-Himalayan.
...	154	13	...	...	13,026	13,026	334	Assam.
...	6	...	...	...	...	...	...	Deogarh.
3	241	13	36,500	102,343	13,026	151,869	(w) 1,706	Total Assisted Companies.
946	45,748	2,063	14,624,666	25,544,835	10,878,048	(x)40,182,527	(w) 3,863	Total for all Railways.

(m) The stock on Muttra-Hathras and Cawnpore-Farukhabad Railways only.
(n) Includes 2 composite 3rd class and post office carriages.
(p) ,, 2 ,, 4th. ,, and brake carriages.
(q) Includes 2 reserve carriages.
(r) Worked by the stock of the Great Indian Peninsula Railway.
(s) State saloons and upper class carriages.
(t) Open wagons for carrying passengers.
(u) Includes 3 royal saloons.
(v) Saloon carriage.
(w) Excludes Deogarh Railway.
(x) Includes 13,026 mixed train miles.

130. The following statement gives the average number of locomotives employed on the principal railways and the average work obtained from each during the year 1883:—

Railway.	Number of Locomotives.	Total engine mileage.	Average mileage per engine.	Average mileage per engine per diem.
5' 6" gauge.				
East Indian	536	11,982,340	22,355	61·25
Great Indian Peninsula	447	8,943,197	20,007	54·81
Madras	150	2,171,706	14,478	39·67
Bombay, Baroda and Central India	100	2,210,070	22,101	60·65
Eastern Bengal	48	1,019,106	21,231	58·17
Sind, Punjab and Delhi	159	3,304,214	20,781	56·93
Oudh and Rohilkhand	125	1,780,986	14,248	39·04
Indus Valley and Kandahar	156	2,194,785	14,069	38,54
Nizam's	9	310,626	34,514	94·56
Metre gauge.				
South Indian	120	1,877,998	15,650	42·88
Rajputana-Malwa	299	4,988,013	16,682	45·70
Northern Bengal	36	787,877	21,885	59·96
Tirhoot	26	471,732	18,144	49·71
Nagpur and Chhattisgarh	16	369,571	23,098	63·28
Rangoon and Irrawaddy Valley	29	635,094	21,900	60·00

Statement showing the Quantities of the principal articles of Merchandise, &c., carried and the Receipts therefrom on the several Railways for 1883, as compared with the similar results for 1882.

Statement showing the Quantities of the principal articles of Merchandise, &c., carried, and the

GUARANTEED

Classification Number.	ARTICLES.	Madras.				South Indian.				(c) Great Indian Peninsula.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.
		Tons.	Tons.	£	£	Tons.	Tons.	£	£	Tons.	Tons.	£	£
I.	Animals, living (for sale) No.	20,815	22,931	19,760	22,959	3,436	...	3,048	...	...	...	...	...
II.	Borax	3	5	42	72	...	...	...	...	...	...	...	...
III.	Canes and Rattans	56	29	502	487	...	...	...	...	...	...	...	...
IV.	Caoutchouc	17	9	732	5	...	...	...	...	...	...	...	...
V.	Chinese and Japanese ware	19	2	156	70	...	...	...	...	...	...	...	...
VI.	Coal and Coke	2,496	1,457	23,736	11,554	...	...	...	...	47,176	62,448	1,04,992	2,23,846
VII.	Cotton, Raw	21,100	22,019	2,07,800	2,09,814	9,736	9,154	99,463	89,746	163,077	156,122	47,60,217	40,82,061
VIII.	Cotton, Manufactured	23,038	22,167	2,03,138	2,89,963	9,518	20,903	2,09,390	2,51,622	37,370	33,435	13,53,213	12,27,899
IX.	Drugs and Medicines	856	1,146	12,038	17,135	...	...	...	...	211	307	9,626	13,508
X.	Dyeing Material	8,373	6,874	58,310	50,570	2,503	4,032	18,732	24,580	7,878	8,078	1,27,683	1,43,680
XI.	Earthenware and Porcelain	540	1,151	5,695	10,417	65	70	322	327	...	...	...	...
XII.	Fibrous Products	5,519	5,837	50,222	47,662	...	...	...	...	19,794	18,854	3,69,976	3,64,270
XIII.	Fruits and Nuts	28,213	23,002	2,52,635	2,88,576	17,420	22,371	88,601	1,15,484	36,317	36,332	7,08,222	7,60,814
XIV.	Grain and Pulses	224,169	226,090	6,44,324	4,90,872	203,066	210,517	3,68,431	3,43,154	605,952	605,005	$1,63,201	$3,71,260
XV.	Gums and Resins	369	427	4,022	4,611	...	...	...	...	8,588	9,589	1,87,898	2,12,074
XVI.	Hides and Skins	25,841	14,422	2,20,860	2,81,725	4,275	4,520	27,368	34,919	22,129	12,097	3,68,543	2,90,383
XVII.	Horns	245	150	2,817	1,692	...	...	...	...				
XVIII.	Lac	283	217	1,272	824	...	...	...	...	...	...	...	...
XIX.	Leather	4,061	2,600	58,836	47,202	...	...	...	...	...	...	...	...
XX.	Liquors	4,040	4,214	46,582	45,438	2,196	2,283	11,333	16,047	2,090	1,736	81,443	86,339
XXI.	Mats	2,227	1,056	6,346	5,215	694	572	3,995	4,388	...	...	...	...
XXII.	Metals and Manufactures of	47,438	48,632	3,27,140	2,11,387	7,327	8,015	46,216	57,548	66,094	65,870	12,85,406	11,18,467
XXIII.	Oils	8,310	9,674	56,273	61,382	7,882	7,433	38,213	37,031	25,310	25,686	2,67,334	2,93,854
XXIV.	Opium	8	16	1,686	2,275	...	...	...	...	2,869	2,400	1,58,032	96,931
XXV.	Paints and Colors	283	220	2,589	2,439	...	...	...	...	...	...	...	...
XXVI.	Provisions	17,050	18,235	1,16,488	1,25,623	17,581	19,010	77,862	91,882	6,185	5,413	1,67,428	1,32,809
XXVII.	Salt	54,506	55,589	3,23,071	4,06,555	25,426	30,531	98,870	1,07,275	1,09,002	102,931	14,04,275	13,17,250
XXVIII.	Saltpetre, &c.	585	583	4,042	3,231	...	...	...	...	...	...	...	...
XXIX.	Seeds	21,358	31,057	1,09,444	1,70,563	29,217	40,028	2,16,795	2,39,120	2,38,011	311,324	41,01,896	51,13,996
XXX.	Silk	58	89	2,442	1,840	...	...	...	...	463	342	25,481	11,032
XXXI.	Spices	4,023	2,890	31,074	20,856	851	906	4,427	5 592	8,761	6,891	84,202	236,269
XXXII.	Stone and Marble	4,467	4,026	31,037	27,774	94,788	72,169	59,040	83,485	2,060	2,693	10,498	14,222
XXXIII.	Sugar	25,052	28,158	1,77,552	1,53,570	28,741	32,039	1,02,491	1,27,601	45,132	40,785	6,65,234	5,53 140
XXXIV.	Tea	290	467	5,078	6,018	5	4	105	59	228	280	8,029	3,459
XXXV.	Tobacco	2,903	3,250	53,094	48,492	2,030	3,025	25,221	29,170	6,377	3,974	98,312	59,827
XXXVI.	Wood	49,004	64,833	1,86,905	2,45,522	13,254	13,459	30,685	37,039	71,805	51,619	2,23,805	2,26,740
XXXVII.	Wool	707	736	8,564	8,804	...	...	...	...	158	302	2,758	6,494
XXXVIII.	All other articles of Merchandise.	13,404	12,320	2,01,528	2,12,979	37,794	29,203	1,78,820	2,50,893	62,708	69,500	10,59,928	10,91,097
XXXIX.	Bark (Tanning)	9,393	8,391	1,10,347	92,689	...	...	...	...	...	...	...	...
XL.	Coffee	5,573	7,628	50,045	58,895	...	...	...	...	...	66	...	1,667
XLI.	Government Stores	3,321	2,953	93,434	98,894	...	...	...	...	13,037	8,852	3,01,692	1,80,844
XLII.	Manures	4,437	4,805	21,924	26,943	...	...	...	...	...	...	...	...
XLIII.	Vegetables	13,283	14,663	1,07,191	1,13,413	...	...	...	...	21,098	21,396	1,10,747	1,19,350
XLIV.	Chunam and Lime	4,685	3,515	4,149	3,376	...	...	...	...	737	903	7,332	7,759
XLV.	Hay and Straw and Grass, &c.	150	247	456	704	...	...	...	...	6,015	2,842	25,803	10,513
XLVI.	Railway Materials	...	...	...	...	...	...	...	...	...	...	...	...
XLVII.	Railway Stores	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	784,445	814,520	37,53,698	36,42,959	415,698	435,108	14,51,003	16,17,842	1,646,547	1,703,039	2,04,50,674	2,63,87,693

(a) Includes the Ghosd-Manmad and the
(b) Includes the Patri Branch.
(c) Includes the Bengal Central Railway

Receipts therefrom on the several Railways for 1883 as compared with the similar Results for 1882.

RAILWAYS.	(b) Bombay, Baroda, and Central India.				(c) Eastern Bengal.				Sind, Punjab, and Delhi.				Oudh and Rohilkund.				Classification Number.
	Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	
	Tons.	Tons.	£	£	Tons.	Tons.	£	£	Tons.	Tons.	£	£	Tons.	Tons.	£	£	
1	10,377	12,021	1,00,036	2,15,662	133	137	224	222	2,555	3,763	14,034	23,772	79	124	449	459	I.
2	...	...	...	...	4	4	42	33	485	583	4,838	5,585	1,590	1,376	22,503	20,289	II.
3	...	...	...	...	279	273	736	614	815	931	4,836	5,715	12	15	149	83	III.
4	...	...	...	...	158	147	4,181	2,624	12	15	96	107	...	...	...	...	IV.
5	...	...	...	...	...	...	...	...	52	47	1,139	936	11	20	130	192	V.
6	16,379	12,458	2,13,313	81,267	54,020	42,722	1,03,061	1,10,977	30,600	65,607	1,81,598	2,61,721	3,423	4,404	6,557	6,789	VI.
7	74,461	97,208	12,16,997	15,10,582	1,669	2,547	25,219	23,712	113,324	8,993	1,26,009	93,070	10,358	10,640	1,02,809	1,03,312	VII.
8	20,513	22,739	4,45,339	4,92,706	15,762	16,838	1,69,060	1,75,747	21,155	23,270	2,32,735	2,58,183	7,863	8,687	77,506	83,349	VIII.
9	28,553	29,778	1,58,412	1,60,455	560	529	4,701	6,745	5,087	4,442	66,284	61,610	1,432	1,508	10,626	10,358	IX.
10	...	...	...	...	3,078	3,192	28,482	20,321	5,551	7,229	59,772	1,03,768	2,815	3,200	22,201	26,024	X.
11	...	...	...	...	...	...	...	...	345	268	6,513	4,979	93	105	1,068	552	XI.
12	4,805	6,182	51,547	1,65,569	163,093	196,962	28,87,026	27,77,446	9,687	15,151	66,615	1,00,633	8,896	20,926	41,210	53,552	XII.
13	24,037	25,900	2,39,593	2,37,850	431	581	4,492	5,362	14,361	25,665	2,68,991	1,81,282	2,919	2,918	28,032	27,123	XIII.
14	105,806	170,445	8,25,281	11,65,615	47,029	40,746	1,74,274	1,18,300	336,855	537,560	17,18,358	27,30,548	251,169	322,061	5,55,681	10,09,185	XIV.
15	...	...	...	...	130	169	2,803	2,937	468	476	5,378	5,613	232	240	2,056	1,872	XV.
16	2,273	2,455	36,831	31,219	5,688	7,081	68,428	80,003	4,885	5,608	46,628	61,088	4,771	4,749	26,041	22,308	XVI.
17	...	...	...	...	80	75	746	685	229	347	2,473	3,653	318	297	2,741	1,433	XVII.
18	...	...	...	...	259	293	3,240	3,549	341	906	4,665	6,226	465	309	1,548	1,110	XVIII.
19	...	...	...	...	303	273	4,548	4,183	1,183	1,227	20,502	20,209	294	454	3,093	3,837	XIX.
20	583	1,227	24,722	26,524	565	722	7,443	9,472	7,813	7,829	92,526	89,490	2,427	2,668	31,283	34,098	XX.
21	...	...	...	...	...	...	...	...	188	185	1,528	1,402	198	97	643	503	XXI.
22	25,780	19,344	2,69,599	2,90,398	6,879	8,421	42,195	69,134	21,391	24,055	2,18,729	2,50,533	8,355	27,077	66,626	1,74,189	XXII.
23	3,022	3,824	34,500	44,270	2,324	3,024	22,653	22,790	3,303	3,972	44,969	41,304	2,103	2,036	20,172	8,762	XXIII.
24	583	561	10,199	17,866	21	21	295	326	21	76	687	582	573	593	10,657	19,150	XIV.
25	...	...	...	...	220	392	2,277	2,922	450	550	7,691	8,084	85	268	685	2,243	XXV.
26	2,076	3,229	45,835	51,689	3,373	3,452	26,724	25,242	3,237	4,559	49,864	47,278	2,275	2,656	20,643	19,109	XXVI.
27	79,600	80,643	3,62,350	3,50,064	39,824	38,168	1,31,092	1,24,252	16,299	32,576	1,02,306	2,16,130	55,881	60,272	2,75,181	2,80,400	XXVII.
28	...	...	...	...	33	29	254	173	1,229	1,252	10,844	13,886	460	1,076	2,363	2,844	XXVIII.
29	70,318	105,710	6,25,548	8,20,494	21,607	12,060	53,003	54,825	58,109	127,353	3,20,933	8,17,959	72,586	60,923	2,04,205	2,01,169	XXIX.
30	...	...	...	...	297	278	3,690	3,637	448	309	8,981	4,585	22	19	391	277	XXX.
31	...	...	...	...	587	909	5,847	8,558	4,246	4,753	46,607	50,483	1,556	1,497	10,747	9,196	XXXI.
32	29,579	16,222	58,907	47,588	241	182	1,769	1,400	15,568	31,990	43,099	52,141	27,569	18,672	30,431	22,689	XXXII.
33	28,494	26,019	3,16,377	3,10,884	10,185	10,410	37,383	39,053	79,383	79,465	5,83,092	5,82,366	87,213	84,497	4,10,049	3,72,142	XXXIII.
34	413	497	10,136	11,984	7,061	8,674	4,02,843	1,02,497	1,934	2,256	30,009	31,137	302	336	4,077	5,296	XXXIV.
35	23,764	23,126	1,22,358	95,844	21,654	23,665	74,677	85,172	2,251	1,562	24,435	22,363	1,189	982	8,827	6,167	XXXV.
36	48,535	60,515	2,78,484	3,51,552	1,635	1,480	8,492	6,700	37,585	56,822	2,05,888	1,70,563	29,696	35,624	80,756	67,094	XXXVI.
37	2,512	3,306	84,872	78,527	27	55	392	696	9,602	9,658	1,16,168	1,21,589	156	176	1,607	1,536	XXXVII.
38	57,725	100,870	8,58,292	13,03,754	92,320	111,026	2,68,562	3,04,168	43,659	74,404	4,36,009	2,20,282	13,643	17,622	90,578	114,551	XXXVIII.
39	...	...	...	...	...	...	...	...	...	...	...	...	...	105	...	606	XXXIX.
40	...	...	...	...	...	...	...	...	...	...	...	...	...	65	...	512	XL.
41	2,318	1,442	30,360	24,834	...	...	...	...	9,553	7,080	1,86,502	1,27,193	3,311	2,500	20,497	19,172	XLI.
42	...	...	...	...	...	...	...	...	499	341	665	1,229	...	282	...	730	XLII.
43	...	...	...	...	1,326	1,930	5,612	6,400	4,569	3,073	28,743	24,020	1,077	2,738	6,702	12,281	XLIII.
44	3,545	2,891	24,786	12,031	862	750	2,036	1,067	15,924	22,459	52,520	45,038	...	751	...	1,569	XLIV.
45	18,757	14,733	60,717	47,492	...	...	...	...	710	...	3,003	...	...	1,082	...	3,399	XLV.
46	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XLVI.
47	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XLVII.
	647,711	841,596	61,28,459	78,72,211	567,189	528,322	42,67,245	31,55,917	823,941	1,166,050	54,07,841	69,17,834	306,009	685,339	13,76,664	26,54,200	TOTAL.

Berar State Railways.

and the Poradaha Section of the Northern Bengal State Railway.

Statement showing the Quantities of the principal Articles of Merchandise, &c., carried, and the

IMPERIAL STATE

Classification Number.	ARTICLES.	East Indian (a).				Punjab Northern.				Indus Valley and Kandahar.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.
		Tons.	Tons.	£	£	Tons.	Tons.	£	£	Tons.	Tons.	£	£
I	Animals, living (for sale) No.	7,078	37,624	42,161	99,369	1,315	2,168	4,301	4,973	9,583	2,822	8,560	3,620
II	Borax	1,855	1,231	44,301	46,474	8	...	122	...	...	16	...	479
IID	Canes and Rattans	753	935	7,378	8,817	1	...	36	...	...	...	...	3
IV	Cocoathene	956	5	10,704	130	...	...	...	...	...	4	...	45
V	Chinese and Japanese ware	19	273	1,987	3,823	180	...	2,787	...	...	28	...	1,133
VI	Coal and Coke	910,991	974,836	53,54,754	54,69,100	...	...	...	...	19	98	370	2,404
VII	Cotton, Raw	53,804	49,333	16,06,546	15,00,124	211	379	4,456	8,193	3,908	1,211	37,435	20,376
VIII	Cotton, Manufactured	72,608	74,385	23,61,073	23,80,051	4,805	4,699	96,428	80,919	9,084	12,057	2,79,444	2,31,482
IX	Drugs and Medicines	3,319	3,393	95,760	96,073	237	225	4,515	3,412	1,383	1,131	27,864	27,809
X	Dyeing Material	19,863	21,496	4,04,333	5,78,584	1,163	731	17,258	14,777	2,691	2,377	48,902	80,893
XI	Earthenware and Porcelain	309	317	14,601	12,084	49	...	448	...	...	32	...	760
XII	Fibrous Products	34,877	42,049	6,12,521	7,85,174	1,256	3,467	12,437	13,433	2,587	5,148	24,047	44,333
XIII	Fruits and Nuts	14,172	14,566	3,75,240	4,11,363	3,911	3,858	63,469	92,582	6,870	7,568	1,09,793	1,00,497
XIV	Grain and Pulses	635,815	845,232	37,35,978	79,96,257	52,591	79,841	2,31,022	2,15,208	174,631	344,166	14,49,632	29,01,603
XV	Gums and Resins	2,148	2,559	49,969	61,601	39	...	632	...	...	62	...	1,293
XVI	Hides and Skins	26,810	29,113	4,53,699	4,47,542	1,612	1,558	23,223	13,313	1,027	1,252	14,583	16,862
XVII	Horns	617	750	10,649	15,252	18	...	207	...	...	5	...	82
XVIII	Lac	14,772	16,712	2,77,729	2,98,369	44	...	649	...	...	102	...	2,509
XIX	Leather	9,476	2,658	92,133	98,347	437	...	6,735	...	...	555	...	6,273
XX	Liquors	6,002	5,984	3,94,472	3,97,310	2,800	2,855	30,918	24,781	1,580	1,216	32,031	18,918
XXI	Malt	204	217	3,189	4,004	106	329	2,131	2,742	...	55	...	357
XXII	Metals and Manufactures of	85,102	122,590	18,83,666	2,47,2,162	6,178	5,203	42,363	30,353	9,805	15,709	1,48,826	2,21,853
XXIII	Oils	6,215	7,544	1,82,692	1,69,976	1,455	810	22,830	9,112	2,302	2,018	36,215	40,909
XXIV	Opium	7,635	11,765	6,05,572	3,22,613	...	...	...	...	...	...	...	...
XXV	Paints and Colors	2,121	2,337	37,038	50,372	44	...	754	...	216	283	2,406	4,670
XXVI	Provisions	23,522	23,536	4,25,758	4,34,535	519	374	7,919	5,038	4,489	4,056	33,697	33,260
XXVII	Salt	223,357	242,467	27,42,018	27,58,578	48,899	54,209	2,04,095	2,14,759	3,583	3,065	20,572	19,837
XXVIII	Saltpetre, &c.	37,035	30,654	4,28,538	4,28,562	221	163	1,685	1,373	40	69	...	911
XXIX	Seeds	306,325	428,867	42,67,172	42,45,324	4,762	18,640	19,318	64,734	22,965	66,901	3,15,061	6,76,582
XXX	Silk	1,858	1,347	49,726	37,513	223	91	2,956	2,523	32	23	1,208	532
XXXI	Spices	2,371	7,191	1,58,894	1,86,109	519	712	5,643	6,241	909	1,429	28,515	29,837
XXXII	Stone and Marble	30,303	37,584	1,61,601	1,59,083	2,017	4,320	6,811	7,311	...	1,811	...	4,472
XXXIII	Sugar	751,374	1,43,359	14,29,378	11,64,557	13,893	23,067	98,729	90,130	19,000	16,014	1,54,319	1,34,318
XXXIV	Tea	2,388	1,685	51,964	37,476	779	955	17,327	21,406	...	282	...	6,993
XXXV	Tobacco	20,382	20,656	2,84,134	3,14,303	166	582	2,718	8,058	760	602	20,225	7,699
XXXVI	Wood	381,135	35,488	5,23,649	2,24,765	31,842	36,450	1,09,549	1,00,489	1,580	9,818	9,830	13,124
XXXVII	Wool	7,796	2,246	55,207	72,048	835	858	9,803	8,136	6,869	7,653	1,72,681	2,04,437
XXXVIII	All other Articles of Merchandise	80,007	95,583	11,03,849	14,14,588	15,327	10,894	1,06,436	1,18,722	30,322	21,333	2,46,567	1,63,479
XXXIX	Bark (Tanning)	Included in above			...	...	...	...	...	...	13	...	95
XL	Coffee (b)	...	...	...	...	...	...	...	...	...	...	...	269
XLI	Government Stores	13,196	10,005	5,00,125	4,32,354	2,406	2,239	55,026	38,641	35	2,225	38,886	34,313
XLII	Manures	6,418	(c)	36,069	(c)	...	...	...	...	...	...	...	...
XLIII	Vegetables	9,893	13,279	95,719	1,45,754	...	1,200	...	10,284	...	435	...	4,095
XLIV	Chunam and Lime	26,854	25,005	1,20,732	1,21,646	...	3,402	...	9,357	2,235	2,523	27,063	22,440
XLV	Hay and Straw and Grass, &c (c)	...	...	...	...	...	226	...	904	...	9	...	28
XLVI	Railway Materials	...	...	...	...	40,645	...	2,36,765	...	...	...	...	...
XLVII	Revenue Stores	...	...	...	...	25,615	...	99,203	...	...	...	...	...
	TOTAL	3,093,312	2,351,745	3,72,47,396	3,46,01,526	263,543	354,648	15,85,011	13,62,955	318,950	530,740	21,63,121	30,86,662

(a) Includes Branch State lines worked by the undertaking. (b) Included with "Provisions."

Receipts therefrom on the several Railways for 1883 as compared with the similar Results for 1882—contd.

RAILWAYS.								PROVINCIAL STATE RAILWAYS.								
(d) Rajputana-Malwa.				Wardha Coal.				Calcutta and South-Eastern.				Nalhati.				
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		Classification Number.
1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	
Tons.	Tons.	£	£	Tons.	Tons.	£	£	Tons.	Tons.	£	£	Tons.	Tons.	£	£	
302	663	2,389	5,175	...	...	...	...	24	17	108	89	...	...	...	...	I.
83	...	2,966	...	...	...	...	...	...	...	...	...	...	...	...	...	II.
969	1,016	11,161	9,049	20	...	53	...	...	...	...	...	...	...	...	...	III.
[redacted]	...	15	...	...	...	...	...	...	...	...	...	...	...	...	...	IV.
55	...	1,364	...	...	...	...	...	...	...	...	...	...	...	...	...	V.
2,136	1,347	12,415	10,585	61,382	81,328	90,130	1,11,993	...	...	...	...	2,488	3,154	4,032	5,648	VI.
26,826	34,496	5,69,735	7,75,540	1,561	920	4,985	3,091	...	...	...	...	256	226	945	851	VII.
19,730	20,906	5,47,710	5,55,481	567	732	2,623	3,345	...	...	...	...	860	906	3,138	3,296	VIII.
701	681	15,762	15,216	72	30	250	122	...	...	...	...	18	5	102	40	IX.
5,076	5,779	91,646	1,02,289	63	51	211	167	...	...	...	...	18	17	71	63	X.
119	...	2,020	...	1	1	3	6	...	...	...	...	...	...	...	...	XI.
5,844	7,444	54,933	66,632	380	480	1,143	1,552	...	...	...	...	58	996	304	2,042	XII.
12,144	11,676	1,74,081	1,56,817	349	391	1,531	1,581	...	...	...	...	71	66	238	193	XIII.
112,839	182,750	8,37,386	16,59,059	8,008	10,724	9,253	12,057	11,327	14,189	10,746	13,740	2,693	2,695	2,808	2,713	XIV.
793	1,066	12,378	15,162	35	31	116	120	...	...	...	...	...	...	...	...	XV.
4,095	3,683	85,776	58,995	111	115	460	528	...	...	...	...	76	67	255	229	XVI.
103	204	1,730	3,412	18	16	74	65	...	...	...	...	...	...	...	...	XVII.
233	276	5,499	3,696	2	1	7	3	...	...	...	...	5	8	20	21	XVIII.
909	660	7,631	10,351	14	2	58	9	...	...	...	...	...	...	...	...	XIX.
705	783	21,857	23,544	27	16	74	75	...	...	...	...	58	30	228	189	XX.
21	...	353	...	27	35	78	109	...	...	...	...	...	...	...	...	XXI.
15,644	28,577	3,20,465	4,98,132	463	263	1,368	907	...	...	...	...	224	239	792	956	XXII.
1,551	2,961	28,106	44,042	7	125	344	493	...	...	...	...	55	34	205	157	XXIII.
4,081	2,757	73,007	46,120	1	...	8	1	...	...	...	...	...	...	...	...	XXIV.
244	293	6,763	8,305	19	13	65	47	...	...	...	...	19	11	66	40	XXV.
6,990	4,778	1,34,882	1,18,340	60	14	277	56	...	...	...	...	9	19	31	86	XXVI.
161,646	167,658	13,89,676	12,08,306	4,511	4,507	10,625	10,078	...	...	...	...	974	658	1,066	835	XXVII.
510	2,806	7,369	30,307	...	2	...	3	...	...	...	...	...	...	...	...	XXVIII.
67,645	117,605	4,56,268	9,72,461	12,539	19,077	15,025	23,278	...	...	...	...	1,217	1,107	1,772	1,953	XXIX.
161	75	8,500	2,663	10	2	76	16	...	...	...	...	351	349	2,166	2,001	XXX.
2,176	1,770	25,467	31,487	68	68	279	369	...	...	...	...	141	140	431	406	XXXI.
5,280	9,261	33,997	52,584	7	6	26	21	...	...	...	...	73	27	163	65	XXXII.
88,344	74,878	10,39,127	8,53,678	147	166	458	527	...	...	...	...	275	269	500	522	XXXIII.
462	552	17,209	21,530	...	1	...	2	...	...	...	...	...	...	...	...	XXXIV.
7,533	7,696	1,20,610	1,21,128	10	33	45	142	...	...	...	...	127	66	209	162	XXXV.
24,061	13,751	93,475	1,07,849	1,555	578	3,357	1,427	22,460	23,886	18,955	20,367	83	67	259	166	XXXVI.
3,397	3,261	99,626	80,216	12	12	52	57	...	...	...	...	...	...	...	...	XXXVII.
30,426	19,686	2,54,413	2,31,988	2,445	2,131	5,190	3,242	14,291	19,330	8,390	20,450	1,179	1,501	3,031	3,614	XXXVIII.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XXXIX.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	XL.
...	2,366	...	32,652	2	3,337	8	5,571	...	...	...	...	1	...	4	...	XLI.
...	...	...	...	...	...	...	...	...	...	...	...	5	1	8	1	XLII.
...	...	...	...	...	...	...	...	...	...	...	...	374	274	739	557	XLIII.
...	...	...	...	...	...	...	...	...	...	...	...	27	68	25	91	XLIV.
...	...	...	...	...	...	...	...	4,632	6,088	8,960	11,752	...	...	...	...	XLV.
167,134	148,646	1,89,126	5,13,954	6,190	...	12,251	...	...	...	...	...	...	...	...	...	XLVI.
129,539	160,384	2,85,288	3,49,496	...	...	...	...	...	...	...	...	...	...	...	...	XLVII.
889,310	1,053,489	70,11,111	89,28,141	101,573	124,212	1,63,303	1,81,808	52,734	63,570	47,150	6,6398	11,696	13,000	23,508	26,897	Total.

(c) Included with "All other articles of merchandise."

(d) Includes Rewari-Ferozepore Railway.

Statement showing the Quantities of the principal Articles of Merchandise, &c., carried, and the

PROVINCIAL STATE

Classification Number.	ARTICLES.	Northern Bengal.				Kaunia-Dhubla.				Tirhoot.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.
		Tons.	Tons.	£	£	Tons.	Tons.	£	£	Tons.	Tons.	£	£
I	Animals living (for sale) No.	...	...	...	...	...	...	...	...	...	...	...	...
II	Borax	...	...	...	...	...	...	...	...	...	...	...	...
III	Canes and Rattans	...	...	...	...	...	...	...	...	...	...	...	...
IV	Caoutchouc	...	...	...	...	...	...	...	...	...	...	...	...
V	Chinese and Japanese ware	...	...	...	...	...	...	...	...	...	...	...	...
VI	Coal and Coke	...	...	...	...	...	...	...	...	24,174	15,835	29,755	27,856
VII	Cotton, Raw	...	...	...	...	...	...	...	...	454	561	2,595	3,577
VIII	Cotton, Manufactured	5,090	4,515	54,734	56,494	295	581	2,300	3,181	4,939	6,237	18,605	32,057
IX	Drugs and Medicines	...	...	...	...	...	...	...	...	88	63	480	449
X	Dyeing Material	...	...	...	...	...	...	...	...	1,766	2,215	8,103	15,769
XI	Earthenware and Porcelain	...	...	...	...	...	...	...	...	...	...	...	...
XII	Fibrous Products	66,309	72,872	4,69,359	5,29,171	1,630	3,439	1,566	2,325	1,059	1,190	2,729	3,384
XIII	Fruits and Nuts	...	...	...	...	...	...	...	...	116	221	463	1,185
XIV	Grain and Pulses	29,729	30,220	1,14,916	1,12,227	81	79	362	347	15,676	20,345	25,859	35,330
XV	Gums and Resins	...	...	...	...	...	...	...	...	...	...	...	...
XVI	Hides and Skins	...	...	...	...	...	...	...	...	2,154	3,253	6,675	9,959
XVII	Horns	...	...	...	...	...	...	...	...	...	...	...	...
XVIII	Lac	...	...	...	...	...	...	...	...	223	303	488	762
XIX	Leather	...	...	...	...	...	...	...	...	...	...	...	...
XX	Liquors	...	...	...	...	...	...	...	...	223	286	1,179	1,807
XXI	Mats	...	...	...	...	...	...	...	...	...	...	...	...
XXII	Metals and Manufactures of	3,713	4,660	37,090	33,801	...	...	...	...	3,177	2,734	9,653	10,753
XXIII	Oils	...	821	...	6,455	...	11	...	48	382	785	1,797	3,077
XXIV	Opium	...	...	...	...	...	...	...	...	...	...	...	...
XXV	Paints and Colors	...	...	...	...	...	...	...	...	136	202	571	784
XXVI	Provisions	...	...	...	...	...	...	...	...	805	551	3,309	2,399
XXVII	Salt	17,390	20,335	61,759	68,239	84	251	97	166	14,878	20,190	25,235	42,673
XXVIII	Saltpetre, &c.	...	...	...	...	...	...	...	...	5,505	8,203	10,344	20,339
XXIX	Seeds	...	1,125	...	3,544	52	85	304	474	22,831	25,007	35,272	56,472
XXX	Silk	...	...	...	...	...	...	...	...	...	...	...	...
XXXI	Spices	...	...	...	...	...	...	...	...	1,395	1,751	3,016	5,472
XXXII	Stone and Marble	...	...	...	...	...	...	...	...	1,105	823	2,578	3,366
XXXIII	Sugar	...	469	...	2,866	...	10	...	46	728	1,574	1,910	5,021
XXXIV	Tea	5,779	6,003	1,34,002	1,37,059	4	...	22	...	...	...	...	...
XXXV	Tobacco	12,303	14,009	1,04,596	1,11,325	80	207	304	730	7,421	7,425	14,724	18,342
XXXVI	Wood	...	...	...	...	...	...	...	...	3,109	4,787	5,442	6,638
XXXVII	Wool	...	...	...	...	...	...	...	...	...	17	...	124
XXXVIII	All other Articles of Merchandise	49,719	82,187	2,60,974	2,54,397	684	1,138	2,458	5,269	43,718	58,839	66,841	97,061
XXXIX	Bark (Tanning)	...	...	...	...	...	...	...	...	...	...	...	...
XL	Coffee	...	...	...	...	...	...	...	...	...	...	...	...
XLI	Government Stores	...	...	...	...	...	...	...	...	58	45	371	373
XLII	Manures	...	...	...	...	...	...	...	...	630	...	1,420	...
XLIII	Vegetables	...	...	...	...	...	...	...	...	204	237	857	655
XLIV	Chunam and Lime	...	...	...	...	...	...	...	...	9,602	3,538	9,009	5,309
XLV	Hay and Straw and Grass, &c.	...	...	...	...	...	...	...	...	...	...	...	...
XLVI	Railway Materials	...	...	...	...	...	...	...	...	...	...	...	...
XLVII	Revenue Stores	...	...	...	...	...	...	...	...	...	...	...	...
	TOTAL	190,122	238,217	12,37,430	13,17,678	3,010	5,793	7,313	11,988	165,648	187,316	2,00,130	4,09,898

Receipts therefrom on the several Railways for 1883, as compared with the similar Results for 1882—contd.

RAILWAYS—*contd.*

Cawnpore-Achnera.				Nagpur and Chhattisgarh.				Rangoon and Irrawaddy Valley.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	
Tons.	Tons.	R	R	Tons.	Tons.	R	R	Tons.	Tons.	R	R	
...	6	...	10	...	...	...	...	6,978	5,490	17,262	13,451	I
50	39	95	69	1	1	2	3	...	1	...	1	II
1	1	9	2	5	1	20	5	20	33	158	245	III
1	40	10	76	...	...	...	...	...	...	...	...	IV
...	1	...	3	...	...	...	...	142	410	1,699	1,307	V
1,729	3,729	5,326	8,810	2,519	6,101	5,254	17,643	5,813	10,263	2,473	1,732	VI
2,009	2,077	10,349	10,482	208	259	2,096	2,138	10	14	144	165	VII
2,456	3,005	22,109	15,044	1,070	2,005	6,257	22,345	838	973	8,349	9,551	VIII
126	158	325	378	100	83	355	799	59	66	853	891	IX
1,915	3,564	5,633	9,322	486	1,699	1,013	10,909	3,758	4,859	21,274	28,128	X
191	71	754	244	3	5	25	56	248	369	2,217	1,687	XI
712	900	1,770	1,876	1,228	2,440	5,619	14,783	1,458	1,280	10,088	9,088	XII
311	483	1,581	1,788	729	679	2,396	2,781	4,045	2,690	38,563	24,791	XIII
25,973	24,258	61,585	42,487	76,559	107,742	2,67,579	7,01,982	97,775	78,924	4,16,241	3,30,903	XIV
528	437	691	569	59	101	230	533	19	21	172	186	XV
342	377	1,260	1,486	636	633	2,680	4,243	194	192	2,218	1,706	XVI
8	12	46	31	207	213	405	1,304	14	9	184	110	XVII
79	800	264	343	87	371	433	2,090	17	4	184	37	XVIII
92	78	340	332	122	72	364	190	30	27	385	373	XIX
324	246	737	781	75	88	302	644	365	283	4,684	3,577	XX
...	...	...	...	16	38	72	168	72	44	634	384	XXI
2,125	6,162	12,906	21,853	761	1,064	2,580	5,423	3,704	2,521	10,252	8,035	XXII
188	144	558	622	81	123	364	465	1,246	1,344	13,491	13,463	XXIII
229	231	1,927	2,277	1	1	20	3	4	3	60	49	XXIV
152	8	480	43	212	25	337	283	64	7	173	72	XXV
1,509	1,943	5,251	4,550	230	272	755	1,366	2,053	2,748	29,658	26,586	XXVI
1,188	4,869	2,823	8,249	8,762	24,374	25,680	68,065	724	894	3,823	4,987	XXVII
4,944	3,823	15,792	13,531	2	3	4	16	...	...	...	...	XXVIII
7,243	9,467	16,962	16,413	20,317	31,022	82,750	1,82,417	121	1,558	922	23,082	XXIX
4	4	7	23	42	20	311	749	42	28	629	446	XXX
865	593	1,755	1,497	86	100	278	682	358	490	3,196	3,933	XXXI
921	945	1,977	2,397	19	27	103	138	28,940	26,686	46,530	43,337	XXXII
7,731	8,024	9,962	8,144	359	360	1,109	1,680	1,196	1,273	7,540	8,538	XXXIII
...	1	...	6	6	...	23	11	48	41	438	352	XXXIV
256	156	879	541	150	202	535	885	674	596	6,463	5,744	XXXV
2,427	1,160	6,476	3,845	1,244	3,742	6,525	22,818	17,196	11,982	35,991	30,490	XXXVI
78	82	256	259	21	28	71	200	...	49	368	697	XXXVII
4,746	4,913	11,371	14,772	1,011	7,321	5,637	1,615	8,978	3,975	24,614	17,134	XXXVIII
...	...	...	...	...	...	...	...	...	0	...	82	XXXIX
...	...	...	...	...	...	...	...	...	2	...	17	XL
1,184	1,191	10,945	11,964	538	538	428	10,529	1	...	4	...	XLI
...	...	...	...	...	...	32,648	...	...	51	...	315	XLII
310	325	3,083	1,026	...	...	...	...	434	1,313	1,245	11,942	XLIII
64	339	123	11,035	...	...	...	...	530	833	2,184	3,291	XLIV
...	...	...	...	...	...	...	...	...	32	...	90	XLV
4,099	13,473	3,556	26,300	57,690	...	30,295	...	47,158	31,901	24,668	27,901	XLVI
6,800	3,558	3,358	2,102	...	...	...	...	...	...	...	...	XLVII
85,023	100,812	2,09,753	2,33,201	175,570	243,256	4,53,057	11,13,570	307,647	286,207	7,12,777	6,45,097	TOTAL

Statement showing the Quantities of the principal Articles of Merchandise, &c., carried, and the

NATIVE

Classification Number.	Articles.	Bhopal.				Bhavnagar-Gondal.				Gaekwar of Baroda's.			
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.	
		1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.
		Tons.	Tons.	£	£	Tons.	Tons.	£	£	Tons.	Tons.	£	£
I	Animals, living (for sale) No.	...	...	...	...	...	...	...	...	...	5	...	11
II	Borax	...	...	...	...	...	...	...	...	...	...	...	...
III	Canes and Rattans	...	...	...	...	...	...	...	...	...	...	...	...
IV	Caoutchouc	...	...	...	...	...	...	...	...	...	...	...	...
V	Chinese and Japanese-ware	...	...	...	...	2	2	24	31	...	...	...	...
VI	Coal and Coke	99	108	97	145	5,763	4,686	4,347	1,423	38	131	67	161
VII	Cotton, Raw	...	...	...	...	17,905	21,308	1,66,000	2,05,478	...	2,355	...	3,296
VIII	Cotton, Manufactured	171	...	360	...	770	1,030	8,830	10,399	1,809	273	2,879	750
IX	Drugs and Medicines	...	...	...	...	37	32	511	611	...	6,476	...	13,015
X	Dyeing Material	...	...	...	...	235	393	2,006	3,273	...	...	...	...
XI	Earthenware and Porcelain	...	...	...	...	3	4	14	55	...	...	...	...
XII	Fibrous Products	6	...	23	...	807	901	5,354	5,438	181	233	371	460
XIII	Fruits and Nuts	218	387	436	699	1,119	2,004	6,737	13,115	429	554	1,097	2,463
XIV	Grain and Pulses	1,084	2,419	2,122	2,156	22,935	13,002	48,119	50,081	5,637	5,101	9,431	8,016
XV	Gums and Resins	...	...	...	...	25	29	239	357	...	...	...	...
XVI	Hides and Skins	58	108	98	171	243	180	2,008	2,531	37	27	109	49
XVII	Horns	...				10	9	84	90	...	...	...	...
XVIII	Lace	...	...	...	...	8	11	80	116	...	...	...	...
XIX	Leather	...	...	...	...	...	...	...	...	...	...	...	...
XX	Liquors	9	...	26	...	23	25	256	296	19	7	49	21
XXI	Mats	...	...	...	...	...	...	...	...	...	...	...	...
XXII	Metals and Manufactures of	190	500	332	996	7,951	1,305	8,822	21,899	290	297	832	659
XXIII	Oils	39	79	79	181	413	407	3,870	3,500	18	22	60	58
XXIV	Opium	109	601	349	635	7	17	108	332	...	...	...	...
XXV	Paints and Colors	...	...	...	...	30	69	313	659	...	...	...	...
XXVI	Provisions	41	...	80	...	111	114	977	840	339	46	616	733
XXVII	Salt	164	152	312	211	337	381	918	1,126	1,020	2,048	2,047	3,222
XXVIII	Saltpetre, &c.	...	...	...	...	4	25	32	189	...	...	...	...
XXIX	Seeds	8	186	21	84	4,712	5,656	22,192	27,005	1,341	3,106	2,254	4,674
XXX	Silk	...	...	...	...	1	1	33	32	...	...	...	...
XXXI	Spices	3	...	23	...	72	62	627	444	...	...	...	...
XXXII	Stone and Marble	30	58	62	165	366	432	1,442	1,554	2,614	3,875	4,788	7,194
XXXIII	Sugar	323	728	656	1,241	1,182	1,204	6,822	6,638	211	425	393	727
XXXIV	Tea	...	122	...	312	2	4	25	40	...	...	...	...
XXXV	Tobacco	99	166	215	362	304	619	2,050	4,139	29	24	51	65
XXXVI	Wood	131	142	209	225	5,076	8,718	37,878	54,587	2,736	2,664	6,907	6,204
XXXVII	Wool	...	...	...	...	118	131	1,106	1,695	7	3	16	13
XXXVIII	All other Articles of Merchandise	943	1,119	534	1,902	1,049	1,478	11,000	15,177	9,997	2,816	19,812	6,958
XXXIX	Bark (Tanning)	...	...	...	...	...	...	...	...	...	...	...	...
XL	Coffee	...	...	...	...	...	...	...	...	...	...	...	...
XLI	Government Stores	11	...	21	...	...	...	...	...	...	...	...	...
XLII	Manures	...	...	...	...	...	...	...	...	...	...	...	...
XLIII	Vegetables	...	...	...	...	...	...	...	...	108	...	258	...
XLIV	Chunam and Lime	...	...	...	...	...	...	...	...	189	185	272	224
XLV	Hay and Straw and Grass, &c.	...	...	...	...	...	...	...	...	203	...	453	...
XLVI	Railway Materials	2,464	6,150	1,069	3,054	...	...	...	...	22	...	29	...
XLVII	Revenue Stores	...	...	...	...	...	...	...	...	...	...	...	...
	Total	6,200	12,665	7,005	13,420	85,810	64,656	3,42,983	4,13,653	28,164	30,673	52,990	57,523

Receipts therefrom on the several Railways for 1883, as compared with the similar result for 1882—contd.

STATES.												
Nizam's.				Mysore.				Jodhpore.				Classification Number.
Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	
Tons.	Tons.	R	R	Tons.	Tons.	R	R	Tons.	Tons.	R	R	
[illegible]	...	2,201	...	137	89	450	470	...	9	...	8	I
...	...	...	737	1	...	3	...	...	...	...	...	II
...	...	...	...	...	70	...	210	...	18	...	46	III
...	...	...	...	...	...	...	...	...	...	...	...	IV
...	...	...	...	...	...	...	...	...	...	...	...	V
194	211	831	702	38	...	145	...	...	...	...	...	VI
562	268	2,038	1,393	60	234	(a)	1,188	...	2	...	7	VII
2,365	1,172	35,774	16,310	574	752	4,013	4,857	...	781	...	2,149	VIII
339	352	3,843	3,391	17	38	124	314	...	31	...	105	IX
284	511	1,487	2,941	29	110	88	419	...	354	...	984	X
318	322	5,058	4,522	1	6	2	26	...	...	...	...	XI
937	799	8,607	5,670	12	...	80	...	...	68	...	154	XII
1,992	2,557	18,392	22,831	214	1,376	962	4,496	...	389	...	1,185	XIII
25,108	24,745	2,27,164	1,25,053	4,466	3,000	30,420	7,297	...	672	...	1,476	XIV
69	144	587	2,256	1	35	7	322	...	76	...	285	XV
645	482	4,690	3,067	283	463	1,136	1,706	...	207	...	315	XVI
...		...		8	...	19	...	...	2	...	2	XVII
15	13	257	135	...	8	...	11	...	3	...	9	XVIII
703	767	7,029	7,290	28	83	93	235	...	15	...	40	XIX
413	328	5,727	4,620	92	145	565	975	...	4	...	51	XX
...	...	...	...	21	35	99	225	...	...	...	...	XXI
1,585	2,050	13,615	24,747	354	915	1,772	4,660	...	580	...	973	XXII
747	696	7,209	6,142	82	158	417	845	...	17	...	44	XXIII
31	7	686	154	...	...	...	...	...	70	...	240	XXIV
80	62	778	628	2	...	16	...	...	5	...	13	XXV
779	445	7,151	4,370	10	5	53	36	...	7	...	23	XXVI
17,252	16,423	69,569	65,730	1,189	2,739	4,306	6,335	...	159	...	306	XXVII
...	...	...	...	3	...	18	...	...	65	...	140	XXVIII
11,833	12,206	45,152	50,097	963	2,810	3,673	7,919	...	96	...	211	XXIX
36	23	878	309	2	21	19	65	...	1	...	1	XXX
1,582	1,048	9,336	6,657	152	268	765	1,199	...	36	...	138	XXXI
2,332	2,581	11,446	6,604	210	925	496	1,533	...	8	...	19	XXXII
1,189	1,078	8,588	6,883	172	332	802	2,396	...	4,415	...	9,463	XXXIII
33	19	472	276	...	...	...	...	...	...	...	...	XXXIV
330	313	3,044	2,863	106	242	418	426	...	316	...	849	XXXV
8,435	7,972	24,300	22,331	1,130	2,324	2,772	6,589	...	34	...	180	XXXVI
102	91	1,114	970	16	39	44	171	...	500	...	1,846	XXXVII
2,163	1,924	26,686	23,554	1,069	1,722	5,981	8,937	...	428	...	1,911	XXXVIII
...	...	...	...	...	...	...	...	...	...	...	...	XXXIX
...	...	...	...	1,136	454	6,070	2,421	...	...	...	...	XL
1,689	1,821	20,409	22,058	7	33	66	365	...	...	...	...	XLI
...	...	...	...	51	92	276	164	...	...	...	...	XLII
615	555	4,736	3,854	...	232	...	914	...	...	...	...	XLIII
...	...	...	...	...	...	...	...	...	...	...	...	XLIV
1,017	...	3,456	...	...	...	...	...	...	...	...	...	
8,103	60,372	8,344	20,417	6,387	4,017	33,991	17,097	...	1,734	...	962	XLVI
...	...	...	...	3,152	4,018	2,541	5,557	...	...	...	...	XLVII
91,333	142,108	4,91,605	4,50,263	22,036	27,936	91,708	88,870	...	10,837	...	24,754	TOTAL.

(a) Information not furnished.

Statement showing the quantities of the principal articles of Merchandise, &c., carried, and the Receipts therefrom on the several Railways for 1883, as compared with the similar results for 1882—concld.

Classification Number.	Articles.	ASSISTED COMPANIES.												Classification Number.
		Darjeeling-Himalayan. (a)				Assam.				Dooarh. (a)				
		Quantity.		Receipts.		Quantity.		Receipts.		Quantity.		Receipts.		
		1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	1882.	1883.	
		Tons.	Tons.	£	£	Tons.	Tons.	£	£	Tons.	Tons.	£	£	
I	Animals, living (for sale) . . No.	...	...	...	...	...	(a)	...	28	...	...	...	...	I
II	Borax	...	...	...	...	...	...	...	...	...	...	...	...	II
III	Canes and Rattans	...	...	...	...	...	76	...	396	...	...	...	...	III
IV	Caoutchouc	...	...	...	...	...	...	...	...	...	...	...	...	IV
V	Chinese and Japaneseware . . .	...	...	...	...	...	...	...	...	...	...	...	...	V
VI	Coal and Coke	...	...	...	...	...	569	...	3,812	...	...	...	...	VI
VII	Cotton, Raw	...	...	...	...	...	...	...	...	...	...	...	...	VII
VIII	Cotton, Manufactured	...	...	...	...	...	...	...	...	...	...	...	...	VIII
IX	Drugs and Medicines	...	...	...	...	...	5	...	72	...	...	...	...	IX
X	Dyeing Material	...	...	...	...	...	...	...	...	...	...	...	...	X
XI	Earthenware and Porcelain . . .	...	...	...	...	...	1	...	3	...	...	...	...	XI
XII	Fibrous Products	...	...	...	...	...	12	...	248	...	...	...	...	XII
XIII	Fruits and Nuts	...	...	...	...	...	3	...	38	...	...	...	...	XIII
XIV	Grain and Pulses	...	...	...	...	...	1,172	...	7,239	...	...	...	...	XIV
XV	Gums and Resins	...	...	...	...	...	...	...	...	...	...	...	...	XV
XVI	Hides and Skins	...	...	...	...	...	...	...	...	...	...	...	...	XVI
XVII	Horns	...	...	...	...	...	...	...	...	...	...	...	...	XVII
XVIII	Lac	...	...	...	...	...	...	...	...	...	...	...	...	XVIII
XIX	Leather	...	...	...	...	...	2	...	14	...	...	...	...	XIX
XX	Liquors	...	...	...	...	...	58	...	551	...	...	...	...	XX
XXI	Mats	...	...	...	...	...	1	...	9	...	...	...	...	XXI
XXII	Metals and Manufactures of . .	...	...	...	...	...	34	...	215	...	...	...	...	XXII
XXIII	Oils	...	...	...	...	...	17	...	170	...	...	...	...	XXIII
XXIV	Opium	...	...	...	...	...	...	...	...	...	...	...	...	XXIV
XXV	Paints and Colors	...	...	...	...	...	...	...	...	...	...	...	...	XXV
XXVI	Provisions	...	...	...	...	...	116	...	1,904	...	...	...	...	XXVI
XXVII	Salt	...	...	...	...	...	22	...	161	...	...	...	...	XXVII
XXVIII	Saltpetre, &c.	...	...	...	...	...	...	...	...	...	...	...	...	XXVIII
XXIX	Seeds	...	...	...	...	...	16	...	214	...	...	...	...	XXIX
XXX	Silk	...	...	...	...	...	...	...	...	...	...	...	...	XXX
XXXI	Spices	...	...	...	...	...	...	...	...	...	...	...	...	XXXI
XXXII	Stone and Marble	...	...	...	...	...	...	...	...	...	...	...	...	XXXII
XXXIII	Sugar	...	...	...	...	...	...	...	...	...	...	...	...	XXXIII
XXXIV	Tea	...	...	...	...	...	1,134	...	14,134	...	...	...	...	XXXIV
XXXV	Tobacco	...	...	...	...	...	...	...	...	...	...	...	...	XXXV
XXXVI	Wood	...	...	...	...	...	202	...	968	...	...	...	...	XXXVI
XXXVII	Wool	...	...	...	...	...	...	...	...	...	...	...	...	XXXVII
XXXVIII	All other articles of Merchandise .	...	...	...	...	...	316	...	3,347	...	...	...	...	XXXVIII
XXXIX	Bark (Tanning)	...	...	...	...	...	...	...	...	...	...	...	...	XXXIX
XL	Coffee	...	...	...	...	...	...	...	...	...	...	...	...	XL
XLI	Government Stores	...	...	...	...	...	...	...	...	...	...	...	...	XLI
XLII	Manures	...	...	...	...	...	...	...	...	...	...	...	...	XLII
XLIII	Vegetables	...	...	...	...	...	...	...	...	...	...	...	...	XLIII
XLIV	Chunam and Lime	...	...	...	...	...	...	...	...	...	...	...	...	XLIV
XLV	Hay and Straw and Grass, &c. .	...	...	...	...	...	...	...	...	...	...	...	...	XLV
XLVI	Railway Materials	...	...	...	...	...	...	...	...	...	...	...	...	XLVI
XLVII	Revenue Stores	...	...	...	...	...	...	...	...	...	...	...	...	XLVII
	Total .	...	...	...	...	...	3,850	...	32,443	...	...	...	...	Total.

(a) Information not available.

SUMMARY.

The total extent of railways open for traffic in India on the 31st March 1884 is 10,832¾ miles, of which 6,406 miles are in the hands of Companies, 3,922½ miles are State lines, either Imperial or Provincial, and 503¾ miles belong to Native States.

On the same date the extent of railway mileage under construction was 3,457¾ miles of which 1,549½ miles are in the hands of Companies, 1,311¾ miles are under construction by the State, and 596½ miles by Native States.

The whole capital outlay on the railways and connected steamer services amounted on the 31st December 1883 to £148,305,646 (at the conventional exchange of 2 shillings to the rupee), of which £108,609,682 has been expended by Guaranteed Companies, inclusive of the cost of the East Indian Railway, which stands at £34,824,452, £36,092,952, on the State Railways, £2,895,322 on Native State lines, and £797,690 on Assisted Companies lines.

The gross receipts during the calendar year 1883 amounted to £16,389,381, compared with £15,352,320 in 1882; the working expenses have been £7,970,430, as compared with £7,668,106 in 1882. The net Revenue amounted during 1883 to £8,418,951, of which the East Indian Railway, including the State Branches worked by the Company, contributed £3,164,296,* the Guaranteed lines £3,836,501, the Assisted Companies £8,720, the State lines £1,331,071, and the lines in Native States £78,363.

* *After deducting State expenditure and share of net earnings payable to the East Indian Railway Company.*

The total net earnings on all lines in 1883 yielded a return of £5-13-6 per cent. per annum, as compared with £5-7-3 in 1882, or, excluding steam-boat services and suspense items, of £5-18-2, as compared with £5-11-0. The East Indian Railway and Branches produced £8-14-11 per cent., the rest of the Guaranteed lines paid £5-4-0 per cent., and the State lines yielded £3-16-10 per cent. The total number of passengers carried was 65,098,953, as compared with 58,875,918 in 1882, and the receipts from the coaching traffic have amounted to £4,606,905, as compared with £4,644,085 in 1882.

The aggregate tonnage of goods moved has amounted to 16,999,264 tons, as compared with 14,833,243 tons in 1882, and the receipts from goods traffic have amounted to £11,288,861, as compared with £10,159,674 in 1882.

The above results may be taken as indicating very healthy progress in the way of direct returns on railway progress in India. The indirect returns cannot be measured in figures, but the expansion of trade indicates advancing prosperity in the country, and every addition to the railway system is an additional safeguard against the devastations caused by recurring famines.

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